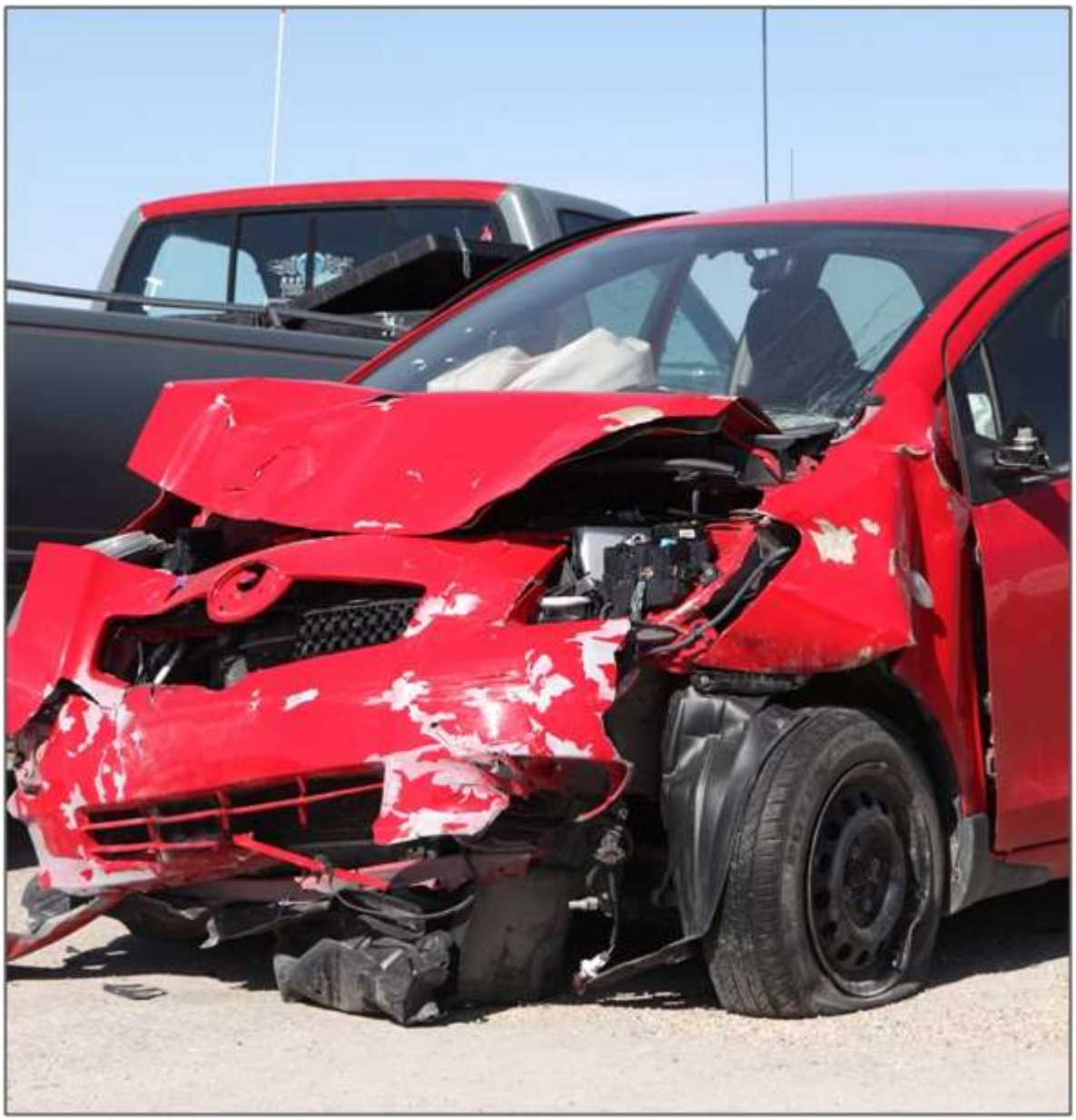
MANITOBA PUBLIC INSURANCE

2020

TRAFFIC COLLISION STATISTICS REPORT

MANITOBA
PUBLIC INSURANCE

Executive Summary



2020 Traffic Collision Statistics Report – Executive Summary

Motor vehicle collisions resulting in a fatality, injury or property damage only are required by law to be reported to either a law enforcement agency and/or to Manitoba Public Insurance. The collision incidents reported through the claim registration process with Manitoba Public Insurance form the basis for the overall population of collisions that Traffic Accident Reports (TARs) could be drawn from. To be consistent with jurisdictions across Canada and in compliance with reporting standards for the National Collision Database (NCDB) maintained by Transport Canada, a "reportable collision" definition is applied as a filter to these collision incidents. It is these TAR reportable collisions that are the primary focus of this Traffic Collision Statistics Report.

The TAR reportable collision definition, for inclusion in the NCDB, includes that the crash:

- Occurred on a public roadway in Manitoba,
    - Excluding crashes occurring parking lots, on private property, crashes occurring off road, and crashes on First Nation roadways
    - Including crashes involving non-Manitoba residents (due to the incident occurring in MB)
- Involved some injury (following the NCDB injury definitions) or fatality,
    - Excluding crashes where death was due to natural causes, homicide, or suicide
    - Excluding where the death occurred greater than 30 days after crash
- Has property damage in excess of $2,000 (combined for all parties involved), if no injury or fatality occurred.

The *Traffic Collision Statistics Report* is the official report of traffic collision statistics in Manitoba. It reports the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions helps policy makers, traffic safety experts, public safety programmers and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

Due to amendments to the *Highway Traffic Act* that took effect in 2011, this report uses two sources for Traffic Accident Reports (TARs); TARs completed by a law enforcement agency and TARs completed when a collision claim is registered with Manitoba Public Insurance. This change resulted in an increase in minimal injury and property damage only (PDO) collisions in the Traffic Accident Report Database that had previously been underreported.

The following is a presentation of the key highlights of this report for 2020.

Licensed Drivers and Vehicle Registrations

There are 941,031 licensed drivers in Manitoba in 2020, an increase of 1% compared to 2019.

Overall, there are 1,125,887 vehicles registered in Manitoba (commercial and non-commercial, combined) in 2020, a 1% increase from 2019.

Traffic Collisions

In 2020, there are 70,081 collision incidents reported with Manitoba Public Insurance. After a "reportable collision" definition is applied as a filter to these collision incidents, there are a total of 44,339 traffic collisions that conform to the reportable collision requirement for Traffic Accident Reports. Of these:

- 70 involve a fatality (0.2% of all collisions);
- 5,667 involve an injury, but not a fatality (13% of all collisions); and,
- 38,602 involve property damage only (87% of all collisions).

Overall traffic collisions in Manitoba in 2020 decreased by 19% compared to 2019 and by 10% compared to the number of collisions in the previous five year (2015 to 2019) annual average. There are 44,339 collisions in 2020, down from 54,755 collisions in 2019 and from 49,039 on average in the five year period 2015 to 2019. The decrease in the total number of collisions in 2020 compared to 2019 is attributable to decreases in injury and PDO collisions. There are 2 more fatal collisions, 3,325 fewer injury collisions, and 7,093 fewer PDO collisions reported in 2020 than in 2019 (representing proportional changes of 3%, -37%, and nearly -16%, respectively).

People Killed and Injured in Collisions

In 2020, there are 7,238 victims (or casualties) of traffic collisions. Of these:

- 78 are killed (nearly 4% fewer than in the previous five years);
- 318 are seriously injured (26% fewer than in the previous five years);
- 1,168 sustain minor injuries (40% fewer than in the previous five years);
- 5,645 sustain minimal injuries (40% fewer than in the previous five years); and,
- 29 sustain injuries that are undefined in terms of severity (89% fewer than in the previous five years).

The victim involvement rate (per 100,000 people in the general population) in traffic collisions in 2020 (521.9) has decreased by nearly 39% compared to 2019 (848.3) and by 42% compared to the previous five years (2015 to 2019) annual average (904.5). Victim involvement rates in traffic collisions in 2020 where the person:

- Is killed (5.6 in 2020) is 2% higher than in 2019 but 6% lower than in the previous five years; and,
- Is injured, including all levels of severity (but excluding killed; 516.2 in 2020), is 39% lower than in 2019 and nearly 43% lower than in the previous five years.

Traffic collisions in urban locations account for the majority of casualties overall while rural locations account for more people killed. In 2020, 83% of all casualties result from traffic collisions in urban areas. Traffic collisions in rural locations, however, account for 55% of people killed. In the previous five year (2015 to 2019) annual average, nearly 87% of all victims are from traffic collisions in urban locations, while 62% of people killed are from traffic collisions in rural locations.

Victims in 2020 appear to follow a fairly typical distribution compared to past years in terms of month of occurrence. Winter months (January, February and December combined) account for a disproportionate number of traffic collision victims overall, both in 2020 (35% of all victims) and in the previous five year (2015 to 2019) annual average (32%). In 2020, the count of victims is lowest in April, May and November (3%, 5% and 5% of all victims, respectively), and is highest in January, February and August (18%, 10% and nearly 10% of all victims, respectively).

Considering people killed and seriously injured in Manitoba traffic collisions in 2020:

- Drivers account for the largest proportion of people killed (55%) and seriously injured (59%);
- Passengers account for 17% of people killed and nearly 22% of people seriously injured;
- Pedestrians account for 17% of people killed and 7% of people seriously injured;
- Motorcyclists (including motorcycle and moped riders, combined) account for 9% of people killed and 10% of people seriously injured; and,
- Bicyclists account for 3% of people killed and 2% of people seriously injured.

In 2020, most victims in traffic collisions were using safety equipment at the time of the collision (98% of all victims where safety equipment use is known). However, 40% of the people killed in traffic collisions and nearly 6% of the people seriously injured in traffic collisions are recorded as not wearing or using the available safety equipment at the time of the collision.

Drivers and Vehicles Involved in Collisions

In 2020, there are 54,037 drivers involved in traffic collisions. Of these:

- 105 are involved in fatal collisions;
- 9,459 are involved in injury collisions; and,
- 44,473 are involved in PDO collisions.

The driver involvement rate (per 10,000 licensed drivers) in traffic collisions in 2020 is 574.2, a decrease of 23% compared to the rate in 2019 (745.5) and a decrease of 21% from the previous five year (2015 to 2019) annual average (723.1). In 2020, driver involvement in:

- Fatal collisions (1.1) increased by 7% from 2019 and stayed relatively unchanged compared to the previous five years;
- Injury collisions (100.5) decreased by 38% from 2019 and by 43% compared to the previous five years; and,
- PDO collisions (472.6) decreased by 19% from 2019 and by 13% compared to the previous five years.

In 2020, there are 57,175 vehicles involved in traffic collisions. Of these:

- 112 are involved in fatal collisions;
- 9,602 are involved in injury collisions; and,
- 47,461 are involved in PDO collisions.

Vehicle involvement in traffic collisions per 10,000 registered vehicles (vehicle involvement rate) has decreased in 2020 compared to 2019 and the previous five year (2015 to 2019) annual average. The vehicle involvement rate in collisions in 2020 for:

- Total collisions is 611.4 – decreased by nearly 23% from 2019 and by 19% from the previous five years;
- Fatal collisions is 1.2 – increased by 12% from 2019 but relatively unchanged from the previous five years;
- Injury collisions is 102.7 – decreased by 38% from 2019 and by 43% from the previous five years; and,
- PDO collisions is 507.6 – decreased by 19% from 2019 and by 12% from the previous five years.

The reader should note that neither the count of drivers or vehicles involved in collisions nor the calculated rate of involvement takes into account exposure to risk in terms of hours of driving, kilometres driven or driving situations.

Contributing Factors to Collisions

In 2020, 55% of all collisions have some at-fault contributing factor recorded (90% of fatal collisions; 72% of injury collisions). In 2020:

- A driver action is a contributing factor in 44% of all collisions (83% of fatal collisions; 69% of injury collisions; 41% of PDO collisions);
- A human condition is a contributing factor in 0.4% of all collisions (31% of fatal collisions; 1% of injury collisions; 0.3% of PDO collisions); and,
- Environmental conditions are contributing factors in 12% of all collisions (19% of fatal collisions; 6% of injury collisions; 13% of PDO collisions).

The most prevalent **contributing factors recorded for collisions** in 2020 include:

- Distracted driving – 26% of all collisions (46% fatal; 37% injury; 24% PDO);
- The actions of a wild animal – 9% of all collisions (no fatal; 1% injury; 10% PDO);
- “Following too closely” – nearly 8% of all collisions (1 fatal; 18% injury; 6% PDO);
- “Backing unsafely” – 6% of all collisions (no fatal; 2% injury; 7% PDO);
- Speed – 5% of all collisions (19% fatal; 7% injury; 4% PDO);
- “Turning improperly” – 4% of all collisions (3% fatal; 7% injury; 3% PDO);
- “Fail to yield right-of-way” – 3% of all collisions (11% fatal; 8% injury; 2% PDO);
- “Changing lanes improperly” – 3% of all collisions (no fatal; 4% injury; 3% PDO);
- “Lost control/Drive off the road” – 2% of all collisions (13% fatal; 3% injury; 2% PDO); and,
- “Slippery road surface” – 2% of all collisions (4% fatal; 3% injury; 2% PDO).

The most prevalent contributing factors recorded for collisions where **people are killed or seriously injured** in 2020 include:

- Distracted driving – 49% of people killed and 37% of people seriously injured;
- Impaired – 26% of people killed and 5% of people seriously injured;
- Speed – 19% of people killed and 10% of people seriously injured;
- “Fail to yield right-of-way” – 13% of people killed and 13% of people seriously injured;
- “Lost control/Drive off the road” – nearly 12% of people killed and 7% of people seriously injured;
- “Pedestrian error/confusion” – 8% of people killed and 1% of people seriously injured;
- “Disobey traffic control device/officer” – 6% of people killed and 4% of people seriously injured;
- “Slippery road surface” – 4% of people killed and 5% of people seriously injured;
- “Leave stop sign before safe to do so” – 4% of people killed and 4% of people seriously injured;
- “Turning improperly” – 3% of people killed and 7% of people seriously injured;
- “View obstructed/limited” – 3% of people killed and 2% of people seriously injured; and,
- “Following too closely” – 1% of people killed and 4% of people seriously injured.

Off-Road Vehicle (ORV) Collisions

As ORV collisions occur primarily outside of roadways and road rights-of-way, most of them are not valid for inclusion in the public roadway Traffic Accident Database. However, some ORV collisions are included in the Traffic Accident Database (if they occur on a public roadway and involve a vehicle that normally operates on public roadways); therefore, statistics between ORV collisions and other traffic collisions of this report are not additive.

In 2020, there are 159 off-road vehicle collisions, involving 57 victims, 174 vehicles and 166 drivers. Of these:

- 16 are fatal collisions, involving 18 vehicles and 17 drivers, resulting in 17 people killed and one injured;
- 38 are injury collisions, involving 40 vehicles and drivers, resulting in 39 people injured; and,
- 105 are PDO collisions, involving 116 vehicles and 109 drivers.

Preface

Motor vehicle collisions resulting in a fatality, injury or property damage are required by law to be reported to either a law enforcement agency and/or to Manitoba Public Insurance. Subsequently, a Traffic Accident Report (TAR) for the collision is created. The *Traffic Collision Statistics Report* deals with these reportable collisions and the TARs arising from them.

The *Traffic Collision Statistics Report* is the official report of traffic collision statistics in Manitoba. It reports the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions helps policy makers, traffic safety experts, public safety programmers and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

Annual collision statistics, such as those contained in the *Traffic Collision Statistics Report*, are used to:

- Indicate trends;
- Identify driver and vehicle factors in accidents;
- Evaluate current programs and new provincial road safety initiatives;
- Monitor commercial vehicle collisions in accordance with the National Safety Code; and,
- Guide development of new policies and programs to reduce the frequency and severity of traffic collisions in the province.

A brief Synopsis of each section of this Report can be found below.

Section 1 – Drivers, Vehicle and Collision Rates: Historical Trends
This section calculates involvement rates for total collisions as well as for fatal, injury, and property damage only (PDO) collisions using licensed drivers and vehicles registered for the years 2009 to 2019, inclusive. This section also deals with relative involvement rates of drivers by specific age groups.

Section 2 – Licensed Drivers
This section deals with Active and Suspended Drivers by specific Age Groups, Gender and Manitoba Licence Class.

Section 3 – Vehicle Registrations
This section deals with vehicle registrations and examines these by three major categories: Commercial; Non-commercial; and, Snowmobiles (Recreational).

Section 4 – Traffic Collisions
This section counts the number of collisions in Manitoba and provides detail for collisions of different severity; fatal, injury and property damage only (PDO). Historical information regarding the number of collisions, victims, vehicles and drivers involved in collisions over the ten year period 2009 to 2018 is presented and compared to 2019. Details are provided for 2019 traffic collisions in terms of the month of occurrence, day of the week, time of day, weather and road conditions, location and type of collision.

Section 5 – Collision Victims
This section counts the number of victims killed and injured in traffic collisions and examines the severity of the injury received by the victim. Month, time and day of occurrences are examined, as well as the age of the victim. Victim involvement rates in traffic collisions per 100,000 people in the general population are also calculated.

Section 6 – Pedestrian Victims
This section counts the number of pedestrian victims killed and injured in traffic collisions and examines the severity of the injury received by the pedestrian victim. Month, time and day of occurrence are examined and breaks are provided for the age of the pedestrian. The specific pedestrian actions taken immediately prior to the collision are also presented. Pedestrian involvement rates in traffic collisions per 100,000 people in the general population are also calculated.

Section 7 – Vehicle Involvement
This section counts the number of vehicles involved in traffic collisions. Vehicle involvement in a collision is calculated for each vehicle type (such as passenger vehicles, vans, pick-up trucks, types of emergency vehicles). Vehicle involvement rates in traffic collisions per 10,000 registered vehicles are also calculated.

Section 8 – Driver Involvement
This section counts the number of drivers involved in traffic collisions and breaks this down by age and gender of the driver. Driver involvement rates in traffic collisions per 10,000 licensed drivers are also detailed.

Section 9 – Contributing Factors
This section examines the contributing factors to traffic collisions as reported on the Traffic Accident Report (TAR). Detail is provided at the collision level and for collision severity, at the victim level and for victims of each casualty type, and at the driver level by collision severity. Driver involvement rates (per 10,000 licensed drivers) in collisions with specific contributing factors are calculated and discussed.

Section 10 – National Safety Code Monitoring Report
This section counts the number of commercial vehicles involved in collisions, the severity of those collisions and the victims killed and injured in those collisions.

Section 11 – Off-Road Vehicle Collisions
This section counts the number of off-road vehicle (ORV) collisions in Manitoba and provides detail for collisions of different severity: fatal, injury and property damage only (PDO). Information regarding the number of ORV collisions, victims, vehicles, and drivers involved over the six year period 2014 to 2019 is presented. Details are provided for 2019 ORV collisions in terms of the month of occurrence, day of the week, time of day, weather and road conditions, location, and type of collision.

Table of Contents

SECTION 1 – Drivers, Vehicle and Collision Rates: Historical Trends

Introduction

This section calculates involvement rates for total collisions as well as for fatal, injury and property damage only (PDO) collisions using licensed drivers and vehicles registered for the years 2010 to 2020. This section also presents involvement rates for drivers by specific age groups.

Key Highlights

In 2020, there are 70,081 collision incidents reported through the claim registration process with Manitoba Public Insurance where some insurance related financial activity took place. This forms the basis for the overall population of collisions that Traffic Accident Reports (TARs) could be drawn from. To be consistent with jurisdictions across Canada and in compliance with reporting standards for the National Collision Database maintained by Transport Canada, a "reportable collision" definition is applied as a filter to these collision incidents, resulting in a total of 44,339 TAR reportable collisions. It is these TAR reportable collisions that are the primary focus of this Traffic Collision Statistics Report.

In 2020, there are a total of 44,339 traffic collisions reported to Manitoba Public Insurance and law enforcement agencies in Manitoba that conform to the reportable collision requirement for Traffic Accident Reports. Of these:

- 70 involve a fatality (0.2% of all collisions);
- 5,667 involve an injury, but not a fatality (13% of all collisions); and,
- 38,602 involve property damage only (87% of all collisions).

In 2020, overall traffic collisions in Manitoba decreased compared to 2019 and the previous five year (2015 to 2019) annual average. There are:

- 44,339 collisions in 2020;
- 54,755 collisions in 2019; and,
- 49,039 collisions on average in the five year period 2015 to 2019.

In 2020, involvement in traffic collisions in Manitoba decreased from 2019 and the previous five year (2015 to 2019) annual average. Involvement in collisions (per 10,000 licensed drivers) is:

- 471.2 in 2020;
- 586.8 in 2019; and,
- 540.5 on average in the five year period 2015 to 2019.

The decrease in the total number of collisions in 2020 compared to 2019 is attributable to decreases in injury and PDO collisions. There are 2 more fatal collisions, 3,325 fewer injury collisions, and 7,093 fewer PDO collisions reported in 2020 than in 2019 (representing proportional changes of 3%, -37%, and nearly -16%, respectively).

Major Elements Examined

Counts of collisions in Manitoba for 2020 and previous years are taken from Traffic Accident Reports (TARs) generated by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions. To be included in the Traffic Accident Database, these reportable collisions must occur on a public roadway.

Involvement in collisions is calculated for total collisions and for collisions of different severity (fatal, injury and PDO). It is calculated both for licensed drivers and for vehicles registered. Involvement per 10,000 licensed drivers by different age groups is also examined.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

"Reportable Collision"

- Prior to a change in the Highway Traffic Act (which took effect in October of 2011), motor vehicle collisions resulting in a fatality, injury or property damage in excess of $1,000 were required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completed a Traffic Accident Report for the collision.
- Amendments to the Highway Traffic Act (which received Royal Ascent in June 2011 and took effect in October of 2011) changed the definition of a reportable collision to require a police report be made if the driver is aware, has reason to believe, or is later made aware, that a collision involves: a fatality; an injury requiring admittance to hospital for observation or treatment; another driver not having a valid driver's licence; another vehicle not validly registered; the driver of another vehicle not providing the required particulars; the driver of another vehicle not stopping at the scene of the accident; or, alcohol or another intoxicating substance as a factor in the accident.
- As of October 2011, all accidents occurring on a public roadway where the above conditions are not met are reported through the claim registration process with Manitoba Public Insurance.
- As of 2012 and consistent with other jurisdictions in Canada, it is a requirement that a minimum of $2,000 damage (all vehicles combined) is necessary for property damage only (PDO) collisions to be included in this report.
- This report deals with these reportable collisions and the TARs arising from them, regardless of whether the TAR is generated by law enforcement agencies or by Manitoba Public Insurance.

"Public Roadway"

- A public roadway in Manitoba is considered to be any provincial road (PR), provincial trunk highway (PTH) or municipal road, including the entrances to and exits from these roadways. This excludes all off-road areas, parking lots, private property, and First Nation Reserve roads (unless the road is a PR or PTH running through, across or on Reserve lands).

"Fatal Collision"

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence. Fatal collisions resulting from suicide, where the fatality occurs because of a medical condition and collisions that do not occur on public roadways are excluded.

"Injury Collision"

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required).

"Property Damage Only (PDO) Collision"

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

"Involvement"

- A calculation of the number of collisions per specific unit of licensed drivers or registered vehicles. For the purposes of this report, involvement is calculated per 10,000 licensed drivers or registered vehicles.

"Licensed drivers"

- A count of all Manitobans aged 16 and older who hold a valid licence within the licensing year including active and suspended drivers. (See *Section 2 Licensed Drivers* for more information)

Table 1-1 Fatal, Injury and Property Damage Collisions by Total Licensed Drivers

Table 1-1
Fatal, Injury, and Property Damage Collisions by Total Licensed Drivers: 2010 to 2020

Year	Licensed Drivers	Collision Incidents (Claims)	**Total TAR Reportable Collisions**	TAR Collisions /10,000 Drivers	Total Fatal	Fatal /10,000 Drivers	Total Injury	Injury /10,000 Drivers	Total PDO	PDO /10,000 Drivers
2010	790,330	89,277	**27,172**	343.8	78	1.0	5,386	68.1	21,708	274.7
2011	813,691	94,952	**34,302**	421.6	94	1.2	6,309	77.5	27,899	342.9
2012	838,481	92,254	**38,972**	464.8	89	1.1	8,280	98.8	30,603	365.0
2013	855,791	99,668	**41,819**	488.7	69	0.8	8,729	102.0	33,021	385.9
2014	869,239	95,600	**40,672**	467.9	64	0.7	9,023	103.8	31,585	363.4
2015	881,338	89,506	**41,548**	471.4	69	0.8	9,127	103.6	32,352	367.1
2016	895,880	93,392	**45,316**	505.8	96	1.1	9,582	107.0	35,638	397.8
2017	905,365	95,457	**51,844**	572.6	65	0.7	9,691	107.0	42,088	464.9
2018	920,414	91,296	**51,732**	562.1	65	0.7	9,325	101.3	42,342	460.0
2019	933,128	93,188	**54,755**	586.8	68	0.7	8,992	96.4	45,695	489.7
2020	**941,031**	**70,081**	**44,339**	**471.2**	**70**	**0.7**	**5,667**	**60.2**	**38,602**	**410.2**
2015-2019 Average	907,225	92,568	**49,039**	540.5	73	0.8	9,343	103.0	39,623	436.7

In 2020, there are 70,081 collision incidents reported through the claim registration process with Manitoba Public Insurance where some insurance related financial activity took place. This forms the basis for the overall population of collisions that Traffic Accident Reports (TARs) could be drawn from. To be consistent with jurisdictions across Canada and in compliance with reporting standards for the National Collision Database maintained by Transport Canada, a “reportable collision” definition is applied as a filter to these collision incidents, resulting in a total of 44,339 TAR reportable collisions. It is these TAR reportable collisions that are the primary focus of this Traffic Collision Statistics Report.

Relative to ten years ago, the total number of collisions in 2020 has increased by 63% (44,339 in 2020 compared to 27,172 in 2010). Crash involvement per 10,000 licensed drivers has increased by 37% in the same time period (471.2 in 2020 compared to 343.8 in 2010). Compared to 2019, total collisions have decreased by 19% (down from a total of 54,755) and involvement has decreased by 20%. Compared to the previous five year (2015 to 2019) annual average, total collisions have decreased 10% and involvement has decreased by 13%.

Compared to recent historical figures, in 2020:

- Fatal collisions have decreased by 10% compared to 2010, increased by a count of 2 compared to 2019, and decreased by 4% compared to the previous five year (2015 to 2019) annual average.
- Injury collisions have increased by 5% compared to 2010, decreased by 37% compared to 2019 and by 39% compared to the previous five year (2015 to 2019) annual average.
- PDO collisions have increased by 78% compared to 2010, decreased by nearly 16% compared to 2019 and by 3% compared to the previous five year (2015 to 2019) annual average.

Differences in the crash counts and rates in 2012 through 2020 compared to 2010 through 2011 are at least somewhat affected by the reporting change that took effect late in 2011. Please see the definition of “Reportable Collision” for detail regarding this change.

Table 1-2 Percentage Change Year-over-Year in Relative Involvement Rate (per 10,000 Licensed Drivers) in Fatal, Injury, and Property Damage Only Collisions

Table 1-2

Percentage Change Year-Over-Year in Relative Involvement Rate (per 10,000 Licensed Drivers) in Fatal, Injury, and PDO Collisions: 2010 to 2020

Year	Collisions /10,000 Drivers	% change to previous year	Fatal /10,000 Drivers	% change to previous year	Injury /10,000 Drivers	% change to previous year	PDO /10,000 Drivers	% change to previous year
2010	343.8	-	1.0	-	68.1	-	274.7	-
2011	421.6	22.6%	1.2	17.1%	77.5	13.8%	342.9	24.8%
2012	464.8	10.3%	1.1	-8.1%	98.8	27.4%	365.0	6.4%
2013	488.7	5.1%	0.8	-24.0%	102.0	3.3%	385.9	5.7%
2014	467.9	-4.2%	0.7	-8.7%	103.8	1.8%	363.4	-5.8%
2015	471.4	0.8%	0.8	6.3%	103.6	-0.2%	367.1	1.0%
2016	505.8	7.3%	1.1	36.9%	107.0	3.3%	397.8	8.4%
2017	572.6	13.2%	0.7	-33.0%	107.0	0.1%	464.9	16.9%
2018	562.1	-1.8%	0.7	-1.6%	101.3	-5.3%	460.0	-1.0%
2019	586.8	4.4%	0.7	3.2%	96.4	-4.9%	489.7	6.4%
2020	**471.2**	**-19.7%**	**0.7**	**2.1%**	**60.2**	**-37.5%**	**410.2**	**-16.2%**
2015-2019 Average*	540.5	-12.8%	0.8	-7.0%	103.0	-41.5%	436.7	-6.1%

* "% change" in this line compares the current year to the 5-year average

Recognizing that collision counts could be impacted either positively or negatively by changing population demographics, involvement rates per 10,000 licensed drivers are examined to provide a standardized collision rate comparison. This eliminates the effect of changing population size and focuses on how many drivers are being involved in collisions instead of simply a raw count of collisions overall.

The involvement in collisions per 10,000 drivers in 2020 is:

- 471.2 for all collisions, down 20% from 2019 and by 13% compared to the previous five year (2015 to 2019) annual average;
- 0.7 for fatal collisions, relatively the same as 2019 and down by 7% compared to the previous five year (2015 to 2019) annual average;
- 60.2 for injury collisions, down nearly 38% from 2019 and by nearly 42% from the previous five year (2015 to 2019) annual average; and,
- 410.2 for PDO collisions, down 16% from 2019 and by 6% compared to the previous five year (2015 to 2019) annual average.

Table 1-3 Fatal, Injury, and Property Damage Collisions by Vehicles Registered

Table 1-3
Fatal, Injury, and Property Damage Collisions by Vehicles Registered: 2010 to 2020

Year	Vehicles Registered*	Total Collisions	Collisions /10,000 Vehicles	Total Fatal	Fatal /10,000 Vehicles	Total Injury	Injury /10,000 Vehicles	Total PDO	PDO /10,000 Vehicles
2010	798,473	27,172	340.3	78	1.0	5,386	67.5	21,708	271.9
2011	813,937	34,302	421.4	94	1.2	6,309	77.5	27,899	342.8
2012	837,669	38,972	465.2	89	1.1	8,280	98.8	30,603	365.3
2013	851,213	41,819	491.3	69	0.8	8,729	102.5	33,021	387.9
2014	866,432	40,672	469.4	64	0.7	9,023	104.1	31,585	364.5
2015	880,442	41,548	471.9	69	0.8	9,127	103.7	32,352	367.5
2016	896,416	45,316	505.5	96	1.1	9,582	106.9	35,638	397.6
2017	908,157	51,844	570.9	65	0.7	9,691	106.7	42,088	463.4
2018	922,295	51,732	560.9	65	0.7	9,325	101.1	42,342	459.1
2019	928,336	54,755	589.8	68	0.7	8,992	96.9	45,695	492.2
2020	**935,094**	**44,339**	**474.2**	**70**	**0.7**	**5,667**	**60.6**	**38,602**	**412.8**
2015-2019 Average	907,129	49,039	540.6	73	0.8	9,343	103.0	39,623	436.8

*Vehicles registered exclude off-road vehicles, non-commercial snow vehicles, non-commercial trailers, non-farm tractors and PSV trailers.

Involvement in collisions per 10,000 vehicles registered is another way to view collision rates in a standardized format. It attempts to account for fluctuations in the total number of vehicles registered for use on Manitoba roadways.

In 2020, there are 474.2 collisions for every 10,000 vehicles registered in Manitoba, down 20% compared to the rate in 2019 (589.8) and by 12% compared to the rate in the previous five year (2015 to 2019) annual average (540.6).

The changes in rate of involvement in collisions at each level of severity in 2020 vary compared to recent years. In 2020, there are 0.7 fatal collisions for every 10,000 vehicles, relatively unchanged compared to 2019 (rate of 0.7), and down by nearly 7% from the previous five year (2015 to 2019) annual average (rate of 0.8). The involvement rate for injury collisions (60.6 in 2020) is down 37% from 2019 (rate of 96.9) and by 41% from the previous five year (2015 to 2019) annual average (rate of 103.0). Involvement in PDO collisions (412.8 in 2020) is down 16% compared to 2019 (rate of 492.2) and by nearly 6% compared to the previous five year (2015 to 2019) annual average (rate of 436.8).

Involvement rates between 2010 and 2020 for collisions in Manitoba, both per 10,000 licensed drivers and per 10,000 registered vehicles, are noted in Figures 1-1, 1-2, 1-3 and 1-4 on the following pages. The spike in rates for overall collisions, injury collisions, and PDO collisions in 2011 and 2012 is attributable to a change in the reporting requirements, discussed under the “Reportable Collisions” definition. Year over year changes in the collision rates after 2012, however, cannot be attributed to changes in what constitutes a reportable collision.

Figure 1-1 Involvement in Total Collisions by Licensed Drivers and Vehicles Registered

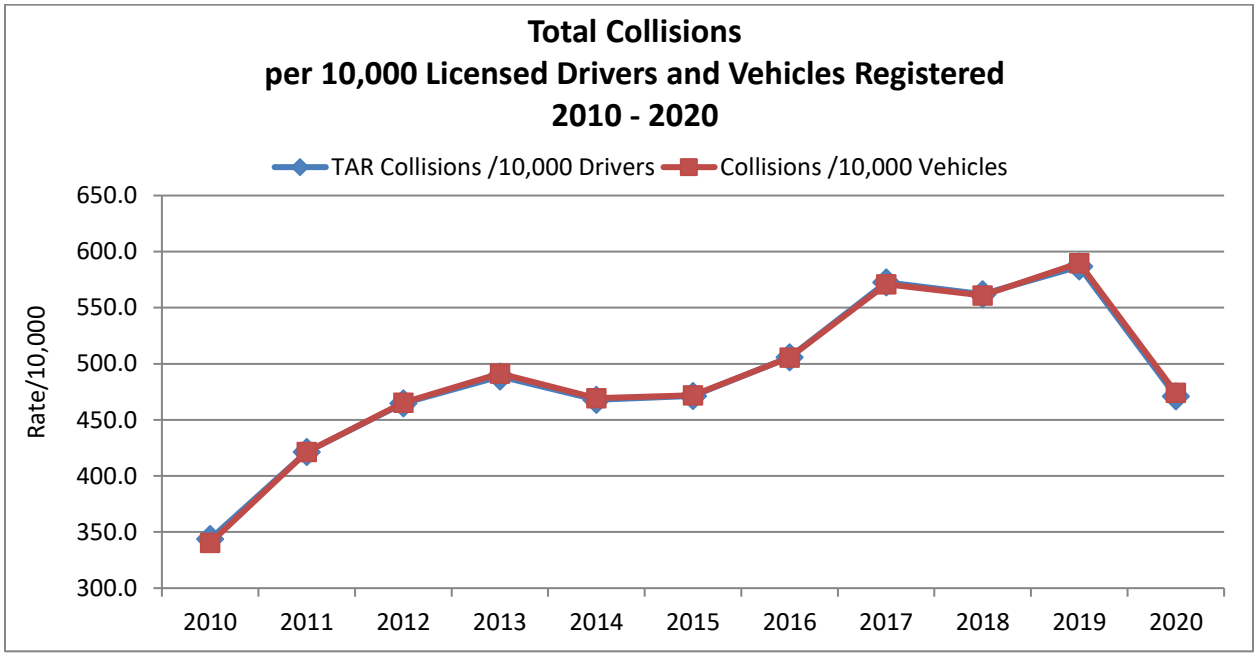


Figure 1-2 Involvement in Fatal Collisions by Licensed Drivers and Vehicles Registered

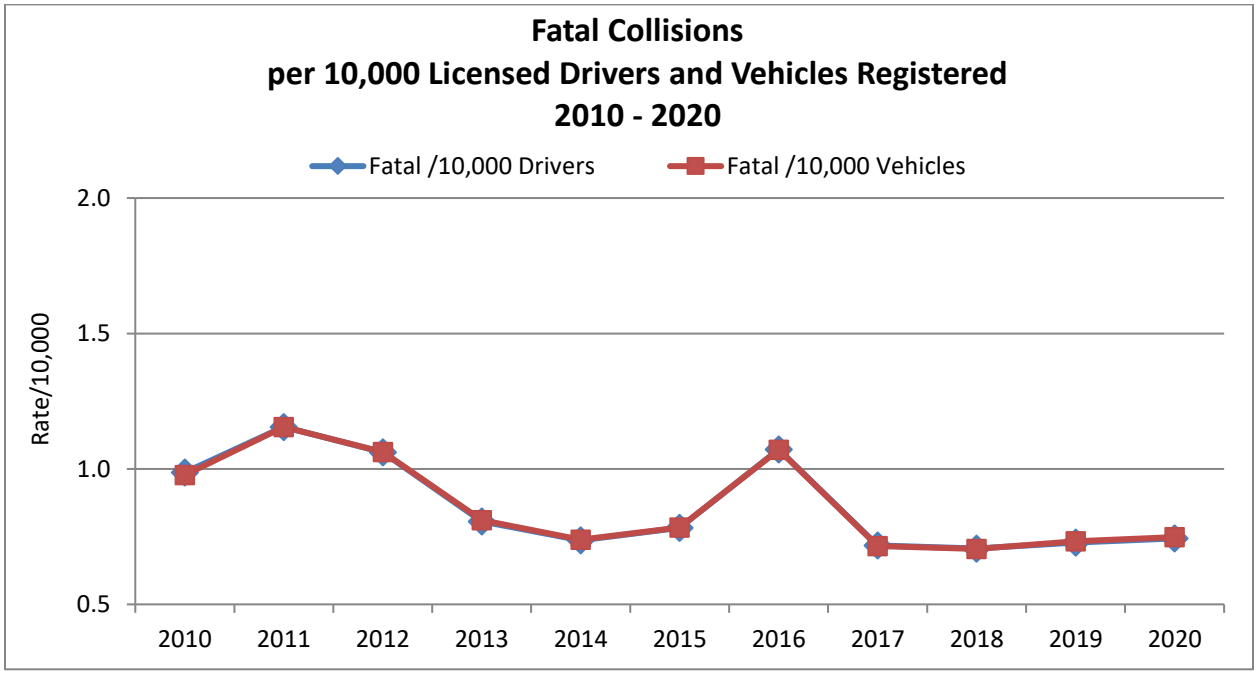


Figure 1-3 Involvement in Injury Collisions by Licensed Drivers and Vehicles Registered

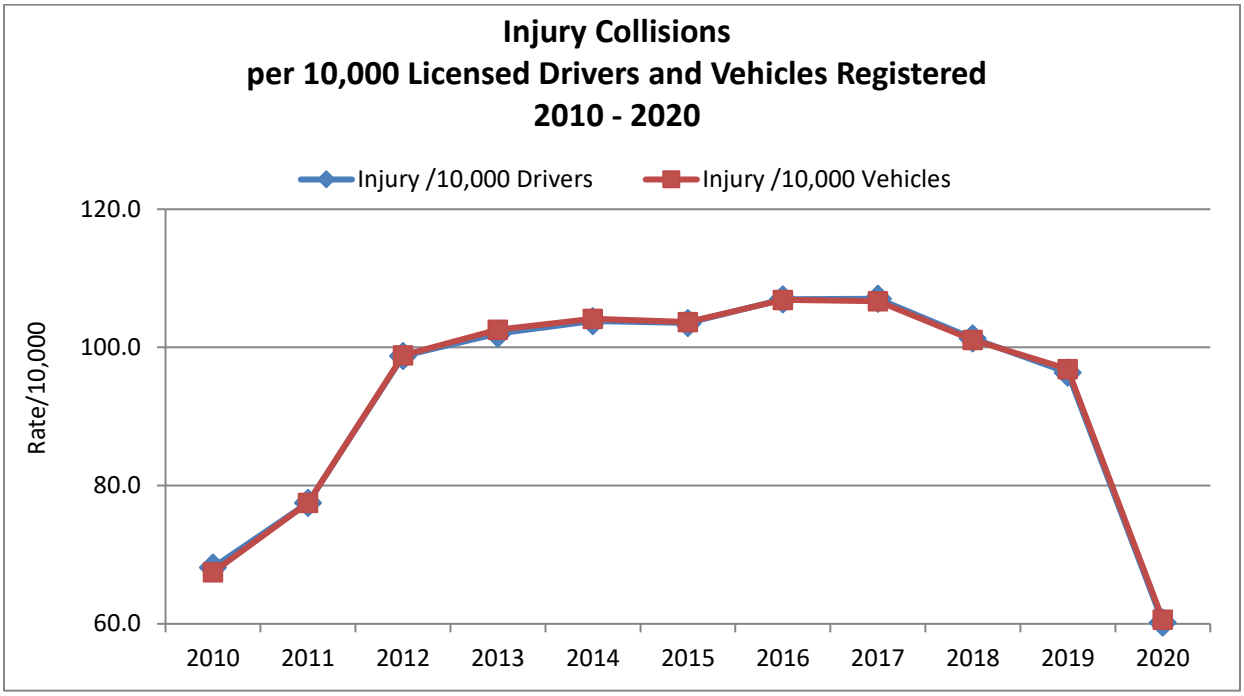


Figure 1-4 Involvement in Property Damage Only (PDO) Collisions by Licensed Drivers and Vehicles Registered

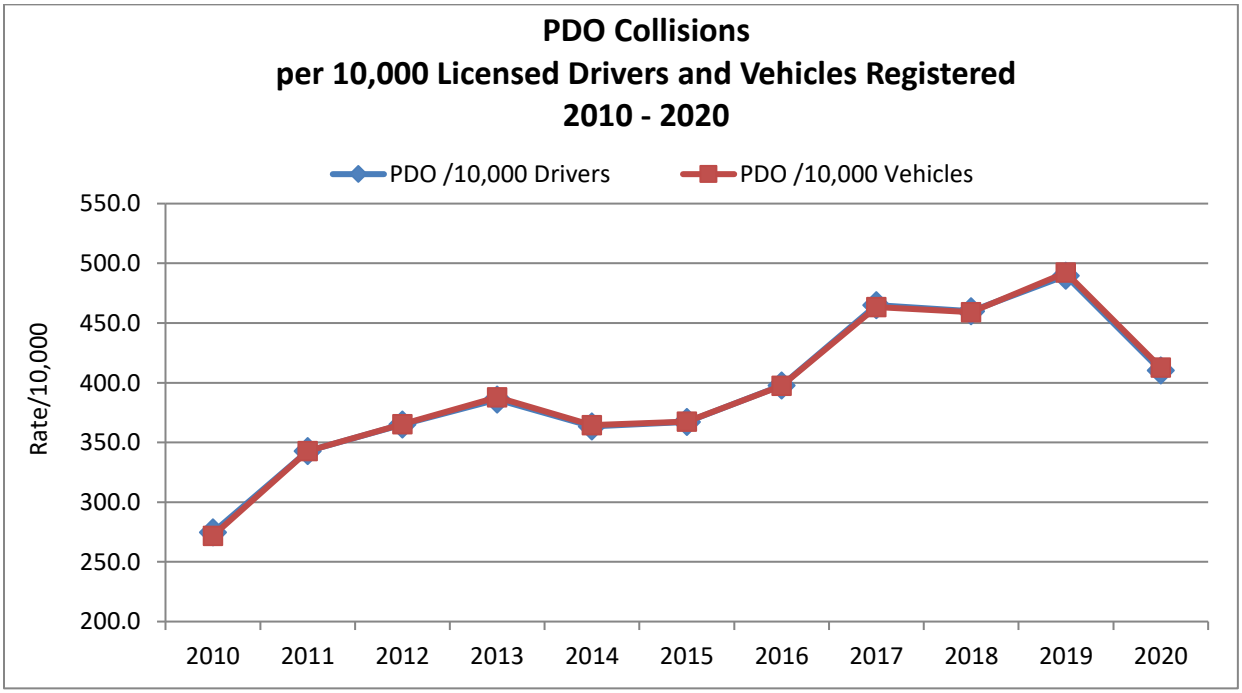


Table 1-4 Involvement (Total Collisions) per 10,000 Licensed Drivers by Age Group

Table 1-4
Involvement (Total Collisions) /10,000 Licensed Drivers by Age Group: 2010 to 2020

Age Group	Year											2015-2019 Average
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	**2020**	
16-19	737.3	890.8	1,095.7	1,068.3	982.5	969.1	993.0	1,051.9	931.2	911.9	**754.5**	969.3
20-24	630.4	851.6	1,114.4	1,121.0	1,059.8	1,035.3	1,079.7	1,135.5	1,058.0	1,065.1	**826.0**	1,079.5
25-34	470.5	671.8	860.0	920.8	871.5	826.0	867.5	914.3	865.9	884.1	**699.1**	892.1
35-44	432.1	586.9	741.6	811.3	777.2	736.8	779.1	842.5	803.2	840.9	**635.4**	816.7
45-54	397.9	524.2	645.0	698.4	668.6	652.7	696.0	742.8	726.9	779.1	**596.0**	708.8
55-64	353.0	441.6	529.8	554.4	540.4	519.3	551.0	575.4	582.3	609.8	**476.4**	578.7
65-74	285.0	366.9	416.9	458.1	441.2	414.2	447.5	479.7	467.1	482.6	**358.4**	478.2
75+	254.9	292.5	342.7	353.4	331.7	332.2	333.9	355.7	357.6	362.2	**262.9**	356.8

In 2020, the youngest driver age groups in Manitoba (16 to 19 and 20 to 24) continue to have the highest rates of involvement in collisions. At 754.5, the involvement rate of drivers aged 16 to 19 is:

- 9% lower than the rate of those aged 20 to 24;
- 8% higher than those aged 25 to 34;
- 19% higher than those aged 35 to 44;
- 27% higher than those aged 45 to 54;
- 58% higher than those aged 55 to 64; and,
- More than double the rate of those aged 65 and older.

Manitobans aged 20 to 24 have the highest rate of involvement in collisions in 2020. At 826.0, the involvement rate of drivers aged 20 to 24 is:

- 18% higher than those aged 25 to 34;
- 30% higher than those aged 35 to 44;
- 39% higher than those aged 45 to 54;
- 73% higher than those aged 55 to 64; and,
- Two and a half times the rate of those aged 65 and older.

Manitobans aged 25 to 34, while having a lower involvement rate than younger drivers, have a higher involvement rate than drivers in older age groups. At 699.1 in 2020, the involvement rate of drivers aged 25 to 34 is:

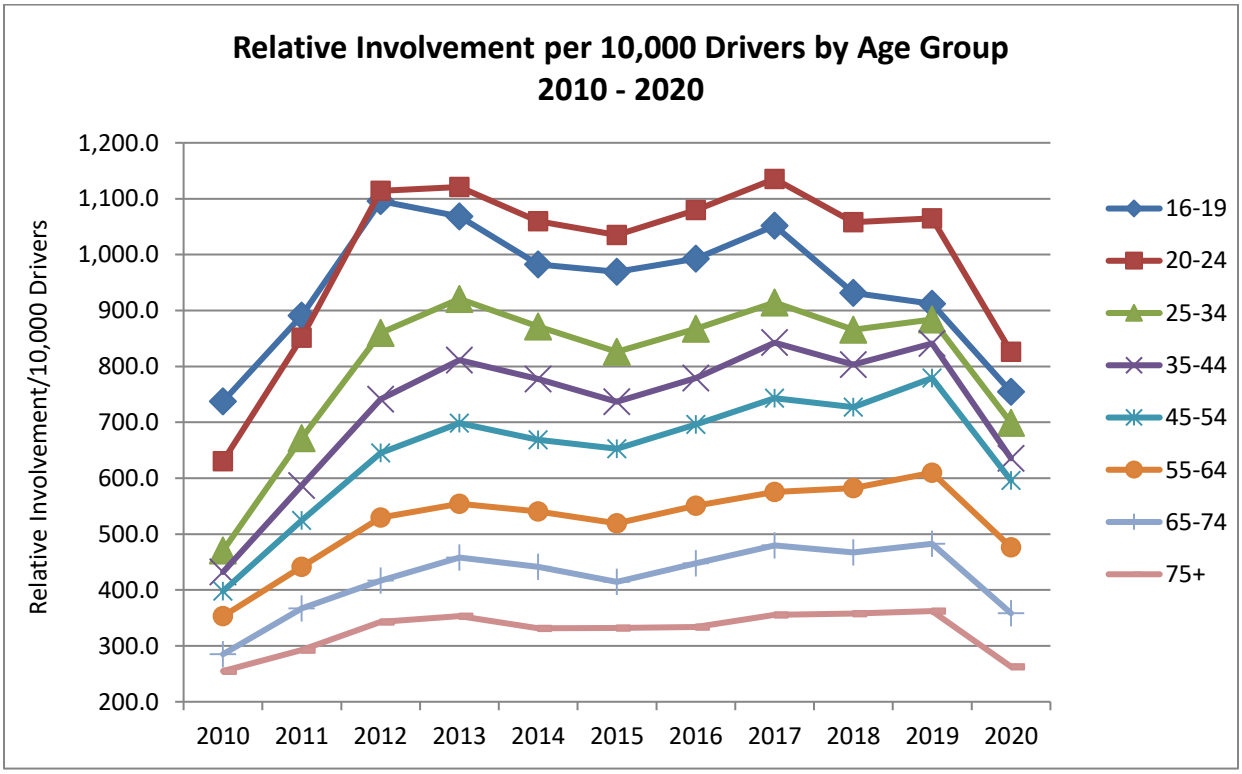
- 10% higher than those aged 35 to 44;
- 17% higher than those aged 45 to 54;
- 47% higher than those aged 55 to 64; and,
- More than double those aged 65 and older.

The involvement rate for drivers in each successive age group beginning at age 35 drops off consistently.

Collision involvement rates for drivers in all age groups have decreased in 2020 compared to 2019 and to the previous five year (2015 to 2019) annual average. Involvement per 10,000 licensed drivers in 2020 by age group:

- Age 16 to 19 – 754.5 in 2020, down 17% compared to 2019 and by 22% compared to the previous five year annual average.
- Age 20 to 24 – 826.0 in 2020, down 22% compared to 2019 and by nearly 24% compared to the previous five year annual average.
- Age 25 to 34 – 699.1 in 2020, down 21% compared to 2019 and by 22% compared to the previous five year annual average.
- Age 35 to 44 – 635.4 in 2020, down 24% compared to 2019 and by 22% compared to the previous five year annual average.
- Age 45 to 54 – 596.0 in 2020, down nearly 24% compared to 2019 and by 16% compared to the previous five year annual average.
- Age 55 to 64 – 476.4 in 2020, down 22% compared to 2019 and by 18% compared to the previous five year annual average.
- Age 65 to 74 – 358.4 in 2020, down 26% compared to 2019 and by 25% compared to the previous five year annual average.
- Age 75 and over – 262.9 in 2020, down 27% compared to 2019 and by 26% compared to the previous five year annual average.

Figure 1-5 Involvement (per 10,000 Licensed Drivers) in Total Collisions by Age Group



SECTION 2 – Licensed Drivers

Introduction

This section deals with Active and Suspended Drivers by specific Age Groups, Gender and Manitoba Licence Class.

Key Highlights
There is an average of 941,031 licensed drivers in Manitoba in 2020, an increase of 1% compared to 2019. Of these:

- 95% are Active drivers, 5% are Suspended drivers;
- 52% are Male, 48% are Female;
- 67% are between the ages of 25 and 64; and
- Men account for 65% of all Suspended drivers in Manitoba.

There is an average of 76,058 licensed motorcycle drivers in Manitoba in 2020, an increase of 1% compared to 2019.

Major Elements Examined
Counts of licensed drivers in Manitoba for 2020 represent an average for the 2020 calendar year. That is, "point-in-time" observations (licensed drivers by age, licence class and gender) are recorded as of the first of each month and then an average for the year is calculated and reported. Due to rounding in this process, some columns and rows may not add to the total.

At the beginning of this section, there is a quick reference chart of Manitoba's Driver Licence and Vehicle Class descriptions. A review of these charts will indicate which Driver Licence Class is required to operate specific Vehicle Classes.

As it is a requirement for Class 6 licence holders to first possess a Class 1-5 licence prior to obtaining a Class 6 licence, Class 1 to 5 licence holders are discussed separately from Class 6 licence holders to avoid duplication of licence counts. Tables 2-6, 2-7, 2-8, 2-9 and 2-10 present the number of Class 6 active motorcycle licensed drivers by Gender, Age Group and Driver Licence Class.

Terms and Definitions
"Licence Class"

- A Manitoba Driver's Licence of a specific level which permits the holder to operate vehicles within a specific Vehicle Class.

"Vehicle Class"

- Category of vehicles meeting specific designations and specifications.

"Active drivers"

- Drivers holding an active Manitoba Driver's Licence of any specific Licence Class.

"Suspended drivers"

- Drivers holding a Manitoba Driver's Licence of any specific Licence Class who have been disqualified from driving for some reason. Although the list is extensive, some possible suspensions could be for driving violations, medical conditions, administrative suspensions and criminal code convictions.

"Graduated Driver Licensing (GDL)"

- A three-stage program designed to help new drivers, regardless of age, acquire the knowledge and skill needed to safely operate a motor vehicle. Each licence stage has specific rules and restrictions governing when and under what circumstances the holder is allowed to operate a motor vehicle, enabling novice drivers to gain more experience under a greater variety of driving conditions. Both Class 5 and Class 6 licences have a GDL stage associated with them.
- Three stages of GDL: Learner (5/L or 6/L); Intermediate (5/I or 6/I); and, Full (5/F or 6/F).
- To view a full discussion of the GDL program in Manitoba, please visit:
    - https://www.mpi.mb.ca/Pages/graduated-driver-licensing.aspx; ou en Français,
    - https://www.mpi.mb.ca/Pages/graduated-driver-licensing-fr.aspx

Chart 2-1 Class Licence System Quick Reference Chart

The Class Licence System

Manitoba Licence Class		Allows the Licence Holder to Operate	Minimum Age	Medical Requirements	Requirements
1		• Semi-trailer trucks[1]. • Includes all vehicles in Classes 2, 3, 4 and 5.	18	• Must meet medical and vision standards. • Medical report required on initial application and periodically thereafter based on the age of the driver. Medical report valid for six months from the date completed by physician. Must obtain Authorized Instruction within this six-month time frame.	• Must hold a minimum Class 5I (Intermediate Stage) licence or Class 5A (Authorized Instruction Stage) licence to obtain authorized instruction in Classes 1–4. • Must pass knowledge test. • Requires supervising driver for Authorized Instruction. • Must pass road test. For Classes 1, 2, 3 or 4 (buses and trucks only), the test includes a pre-trip inspection of vehicle (and air brake system if applicable) by the applicant.
2		• Buses[2] having a seating capacity of over 24 passengers (while carrying passengers). • School buses[3] having a seating capacity over 36 passengers (while carrying passengers). • Includes all vehicles in Classes 3, 4 and 5.			
3		• A truck with more than two axles. • A combination of vehicles that includes a truck with more than two axles (not including a semi-trailer truck[1]). • A combination of vehicles consisting of a truck with two axles or Class 5 passenger vehicle, and a towed vehicle with a registered gross vehicle weight of **more than** 4,540 kg. • Includes all vehicles in Classes 4 and 5.			
4		• Ambulances and other emergency vehicles. • Buses[2] with a seating capacity between 10 and 24 passengers (while carrying passengers). • School buses[3] with a seating capacity between 10 and 36 passengers (while carrying passengers). • Includes all vehicles in Class 5. *Note: Individual municipalities may require a Class 4 licence to operate a vehicle for hire – contact your municipality for information.*			
5		• A passenger car (other than Class 4 vehicles). • A bus[2] while not carrying passengers. • A truck with two axles. • A combination of vehicles consisting of a passenger car or a truck with two axles, and a towed vehicle with a registered gross vehicle weight of **up to** 4,540 kg. • May operate Class 3 vehicles registered as a farm truck and the driver holds a Class 5I (Intermediate stage) licence or 5F (Full stage) licence. • May operate a moped[4], if 16 years of age or older. • May operate a special mobile machine, implement of husbandry or tractor on a provincial highway, or a highway within the municipal boundaries of a city, town or urban municipality, subject to supervising driver requirements.	16 or 15½ if enrolled in a high school driver education course currently in progress	• Medical report required when requested. • Must meet vision standards.	• Must pass knowledge test for Class 5L (Learner Stage) licence (must wait seven days for re-test.) • Requires supervising driver for Class 5L (Learner Stage) or Class 5A (Authorized Instruction) licence. • Requires supervising driver for a Class 5I (Intermediate Stage) licence if carrying more than one passenger between the hours of midnight and 5 a.m. • Must pass road test to advance to the Intermediate Stage (Minimum 15 months). (Must wait 14 days for re-test. Professional instruction required if five or more tests are needed.)
6		• Motorcycles.	16	• Medical report required when requested. • Must meet vision standards.	• Driver must hold a valid licence of any class and stage. • Must pass knowledge test (must wait seven days for re-test). • Must obtain Class 6M (Motorcycle Training Course Stage) licence in order to complete motorcycle training course. The course is required before Class 6L (Learner Stage) licence is issued. (Contact Safety Services Manitoba for motorcycle course scheduling and fees.) • Minimum nine-month Learner Stage. • Must pass road test to advance to the Intermediate Stage (Minimum 15 months). (Must wait 14 days for re-test.)
Air Brake Endorsement		• Air brake endorsement permits the holder to drive vehicles equipped with air brakes in the class of vehicle for which the person is licensed. *Note: Drivers of a Class 3 truck registered as a farm truck equipped with air brakes are exempt from this requirement.*			• Must pass knowledge test. • Must pass Air Brake practical test for A (Authorized) endorsement. • Must pass adjustment of the manual slack adjusters for S (Slack Adjuster) endorsement. • No additional charge for the Air Brake practical test if it is completed at the same time you are road-tested for a higher class of licence.

1. A semi-trailer truck is a truck tractor and a semi-trailer combined.
2. A bus is any vehicle with a seating capacity of at least 11 persons (including the driver) used primarily to carry passengers. It excludes vehicles used for personal transportation by the owner or with the owner's permission.
3. School bus certificate is required. For further information, contact the Pupil Transportation Unit, Manitoba Education and Training at 204-945-6900.
4. Mopeds are not allowed to be driven on highways with a speed limit exceeding 80 km/h but may cross these highways.

Table 2-1 Class 1-5 Licensed Drivers by Year and Driver Status

Table 2-1
Class 1-5 Licensed Drivers by Year and Driver Status: 2010-2020

Licensing Year	Active Drivers	Suspended Drivers	Total Drivers	% Change to Previous Year
2010	767,222	23,108	790,330	-
2011	788,046	25,645	813,691	3.0%
2012	805,519	32,962	838,481	3.0%
2013	818,303	37,487	855,791	2.1%
2014	828,928	40,311	869,239	1.6%
2015	839,036	42,302	881,338	1.4%
2016	852,067	43,813	895,880	1.7%
2017	864,695	40,670	905,365	1.1%
2018	876,350	44,064	920,414	1.7%
2019	885,918	47,210	933,128	1.4%
2020	**895,113**	**45,918**	**941,031**	**0.8%**
Average 2015-2019*	863,613	43,612	907,225	3.7%

* "% change" in this line compares the current year to the 5-year average

Compared to 2019, the total number of licensed drivers in Manitoba in 2020 increased by 1% to 941,031. This is in line with historical increases seen in recent years; the rate of change over the past five years (2015-2019) was a 1% increase on average each year. The total number of licensed drivers increased by 4% in 2020 compared to the previous five year (2015-2019) annual average.

The proportion of suspended drivers decreased by 3% in 2020 compared to 2019, down to 45,918 from 47,210, respectively. The count of suspended drivers in 2020 is 5% higher than the previous five year (2015-2019) annual average.

Table 2-2 Class 1-5 Licensed Drivers by Age Group, Gender and Driver Status

Table 2-2
Class 1-5 Licensed Drivers by Age Group, Gender and Driver Status: 2020

Age Group	Gender	Active Drivers	Suspended Drivers	Total Drivers	% of "All Ages"	% Suspended in Category
16-17	Male	9,984	235	10,219	2.1	2.3
	Female	9,667	105	9,773	2.1	1.1
	Total	19,652	340	19,991	2.1	1.7
18-19	Male	12,936	571	13,507	2.8	4.2
	Female	12,031	330	12,361	2.7	2.7
	Total	24,967	901	25,868	2.7	3.5
20-24	Male	38,405	2,237	40,641	8.4	5.5
	Female	34,020	1,411	35,431	7.8	4.0
	Total	72,425	3,648	76,073	8.1	4.8
25-34	Male	80,406	5,829	86,235	17.8	6.8
	Female	77,479	3,799	81,278	17.8	4.7
	Total	157,884	9,628	167,512	17.8	5.7
35-44	Male	77,330	4,899	82,228	16.9	6.0
	Female	76,302	2,725	79,027	17.3	3.4
	Total	153,632	7,623	161,255	17.1	4.7
45-54	Male	72,145	3,914	76,059	15.7	5.1
	Female	69,344	1,798	71,142	15.6	2.5
	Total	141,489	5,712	147,201	15.6	3.9
55-64	Male	77,525	3,838	81,363	16.8	4.7
	Female	74,540	1,413	75,953	16.7	1.9
	Total	152,065	5,251	157,316	16.7	3.3
65-74	Male	55,576	2,687	58,263	12.0	4.6
	Female	55,060	1,284	56,344	12.4	2.3
	Total	110,636	3,972	114,608	12.2	3.5
75-84	Male	24,840	2,396	27,236	5.6	8.8
	Female	24,840	1,468	26,309	5.8	5.6
	Total	49,681	3,864	53,545	5.7	7.2
85+	Male	6,501	3,091	9,593	2.0	32.2
	Female	6,181	1,889	8,070	1.8	23.4
	Total	12,682	4,980	17,662	1.9	28.2
All Ages	Male	455,648	29,696	485,344	100.0	6.1
	Female	439,465	16,222	455,687	100.0	3.6
	Total	895,113	45,918	941,031	100.0	4.9

In 2020, the proportion of suspended drivers aged 75 or older is almost three times the proportion of suspended drivers under age 75 (12% of drivers aged 75 or older are suspended; 4% of drivers aged 16 to 74 are suspended).

Table 2-3 Class 1-5 Licensed Drivers by Licence Class, Driver Status and Gender

Table 2-3
Class 1-5 Licensed Drivers by Licence Class, Driver Status and Gender: 2020

Licence Class	Active Drivers				Suspended Drivers				Total	%
	Male	Female	Subtotal	%	Male	Female	Subtotal	%		
1	41,584	1,534	43,117	4.8	1,152	39	1,192	2.6	44,309	4.7
2	4,640	1,651	6,291	0.7	103	18	121	0.3	6,411	0.7
3	12,058	487	12,545	1.4	307	8	315	0.7	12,859	1.4
4	12,176	4,128	16,304	1.8	438	66	504	1.1	16,807	1.8
5/F	354,335	385,898	740,232	82.7	22,130	11,029	33,160	72.2	773,392	82.2
5/I	8,533	8,294	16,827	1.9	640	267	906	2.0	17,733	1.9
5/L	18,090	29,726	47,817	5.3	3,266	3,655	6,922	15.1	54,738	5.8
5/A	4,217	7,744	11,960	1.3	1,074	900	1,974	4.3	13,935	1.5
Other	17	3	20	<0.1	586	240	826	1.8	846	<0.1
Total	455,648	439,465	895,113	100.0	29,696	16,222	45,918	100.0	941,031	100.0

Manitoba Class 5 Driver's Licence Stages:

- 5/F Full Class 5 licence (including Full Stage Class 5 under Graduated Driver Licensing)
- 5/I Intermediate Stage under Graduated Driver Licensing
- 5/L Learner Stage under Graduated Driver Licensing
- 5/A Learner drivers who are not in Graduated Driver Licensing
- Other Unlicensed drivers assigned a licence number

The vast majority of Manitobans with a licence hold a Full Class 5 (82%). Novice drivers, holding either Learner (5/L) or an Intermediate (5/I) Stage licence, account for the next largest group (8% of all licensed drivers in Manitoba), followed by Class 1 licensed drivers (5%).

Very little has changed in the proportion of licence holders by class when comparing 2020 to 2019.

Table 2-4 Class 1-5 Male Drivers by Age Group, Driver Status and Licence Class

Table 2-4
Class 1-5 Male Drivers by Age Group, Driver Status and Licence Class: 2020

Age Group	Status	Licence Class										Total
		1	2	3	4	1-4/A	5/F	5/I	5/L	5/A	5 Other	
16-17	Active	0	0	0	0	0	627	3,975	5,382	0	0	9,984
	Suspended	0	0	0	0	0	138	36	58	0	2	235
	Subtotal	0	0	0	0	0	765	4,012	5,439	0	2	10,219
18-19	Active	50	0	16	31	1	7,751	1,864	3,105	119	0	12,936
	Suspended	0	0	0	1	0	296	67	202	3	1	571
	Subtotal	51	0	16	32	1	8,047	1,931	3,307	122	1	13,507
20-24	Active	1,725	34	444	659	5	28,893	1,515	4,457	672	0	38,405
	Suspended	27	3	8	9	1	1,133	158	829	69	1	2,237
	Subtotal	1,752	37	452	668	6	30,027	1,673	5,285	741	1	40,641
25-34	Active	6,974	360	2,265	2,808	6	62,640	809	3,493	1,051	0	80,406
	Suspended	131	8	41	46	2	3,521	299	1,607	175	0	5,829
	Subtotal	7,105	368	2,307	2,854	7	66,160	1,108	5,099	1,226	0	86,235
35-44	Active	8,160	678	2,314	3,124	3	60,657	273	974	1,147	0	77,330
	Suspended	216	8	59	77	0	3,549	66	401	359	164	4,899
	Subtotal	8,376	686	2,373	3,200	3	64,206	339	1,376	1,505	164	82,228
45-54	Active	9,090	1,043	2,222	2,763	1	55,983	76	389	579	0	72,145
	Suspended	288	26	50	94	0	2,953	12	104	205	183	3,914
	Subtotal	9,379	1,069	2,272	2,856	1	58,935	88	493	784	183	76,059
55-64	Active	9,994	1,546	2,978	2,084	1	60,298	16	214	395	0	77,525
	Suspended	245	27	64	99	0	3,071	1	48	123	159	3,838
	Subtotal	10,239	1,573	3,042	2,182	1	63,369	17	262	519	159	81,363
65-74	Active	4,791	832	1,558	642	0	47,489	4	67	194	0	55,576
	Suspended	138	21	41	77	0	2,295	0	16	53	46	2,687
	Subtotal	4,928	854	1,599	718	0	49,784	4	83	246	46	58,263
75-84	Active	768	143	253	63	0	23,556	0	11	47	0	24,840
	Suspended	82	5	30	26	0	2,201	0	2	38	12	2,396
	Subtotal	850	148	282	90	0	25,756	0	13	85	12	27,236
85+	Active	31	4	10	3	0	6,441	0	0	13	0	6,501
	Suspended	26	5	13	10	0	2,974	0	0	49	14	3,091
	Subtotal	57	9	23	13	0	9,416	0	0	62	14	9,593
Total	Active	41,584	4,640	12,058	12,176	17	354,335	8,533	18,090	4,217	0	455,648
	Suspended	1,152	103	307	438	3	22,130	640	3,266	1,074	583	29,696
	Total	42,736	4,743	12,365	12,613	19	376,465	9,172	21,357	5,291	583	485,344

Men aged 25 to 34 make up the largest number of licensed drivers in Manitoba (9% of all drivers; 18% of all male drivers), closely followed by men aged 35 to 44 (9% of all drivers; 17% of all male drivers).

Men aged 25 to 34 account for the largest proportion of suspended drivers under the age of 75 (16% of all suspended drivers; 24% of suspended male drivers).

Table 2-5 Class 1-5 Female Drivers by Age Group, Driver Status and Licence Class

Table 2-5
Class 1-5 Female Drivers by Age Group, Driver Status and Licence Class: 2020

Age Group	Status	Licence Class										Total
		1	2	3	4	1-4/A	5/F	5/I	5/L	5/A	5 Other	
16-17	Active	0	0	0	0	0	581	3,620	5,466	0	0	9,667
	Suspended	0	0	0	0	0	33	9	62	0	1	105
	Subtotal	0	0	0	0	0	614	3,629	5,528	0	1	9,773
18-19	Active	1	0	2	17	1	7,057	1,489	3,418	47	0	12,031
	Suspended	0	0	0	0	0	91	26	213	0	0	330
	Subtotal	1	0	2	17	1	7,148	1,516	3,630	47	0	12,361
20-24	Active	38	8	51	295	0	25,488	1,410	6,267	463	0	34,020
	Suspended	0	0	0	2	0	480	56	852	22	0	1,411
	Subtotal	38	8	51	297	0	25,968	1,466	7,119	485	0	35,431
25-34	Active	186	113	143	1,080	0	65,181	1,158	7,350	2,268	0	77,479
	Suspended	5	0	1	8	0	1,828	128	1,661	167	0	3,799
	Subtotal	191	113	144	1,088	0	67,009	1,287	9,011	2,435	0	81,278
35-44	Active	274	284	86	1,045	2	67,637	482	3,974	2,520	0	76,302
	Suspended	8	1	3	18	0	1,684	40	583	334	53	2,725
	Subtotal	282	285	89	1,063	2	69,321	522	4,557	2,854	53	79,027
45-54	Active	480	482	82	975	0	63,546	118	2,211	1,451	0	69,344
	Suspended	13	6	0	12	0	1,310	7	199	186	66	1,798
	Subtotal	493	488	82	986	0	64,857	125	2,409	1,637	66	71,142
55-64	Active	436	580	81	607	0	71,209	16	869	742	0	74,540
	Suspended	8	6	1	14	0	1,167	1	64	83	71	1,413
	Subtotal	444	586	82	621	0	72,377	16	933	825	71	75,953
65-74	Active	111	169	36	103	0	54,266	2	156	218	0	55,060
	Suspended	5	2	1	7	0	1,178	0	19	43	28	1,284
	Subtotal	116	171	37	110	0	55,445	2	175	261	28	56,344
75-84	Active	9	16	6	6	0	24,759	0	16	30	0	24,840
	Suspended	0	1	1	2	0	1,425	0	3	27	10	1,468
	Subtotal	9	17	7	8	0	26,183	0	18	56	10	26,309
85+	Active	0	0	1	0	0	6,173	0	1	6	0	6,181
	Suspended	0	1	0	4	0	1,833	0	1	39	11	1,889
	Subtotal	0	1	1	4	0	8,006	0	2	44	11	8,070
Total	Active	1,534	1,651	487	4,128	3	385,898	8,294	29,726	7,744	0	439,465
	Suspended	39	18	8	66	0	11,029	267	3,655	900	240	16,222
	Total	1,573	1,669	494	4,194	3	396,927	8,561	33,382	8,644	240	455,687

Women aged 25 to 34 make up the largest number of licensed female drivers in Manitoba (9% of all drivers; 18% of all female drivers), closely followed by women aged 35 to 44 (8% of all drivers; 17% of all female drivers).

Even though women account for almost half (48%) of all licensed drivers, they only account for 35% of suspended drivers in Manitoba. Women aged 25 to 34 account for the largest proportion of suspended female drivers under the age of 75 (nearly 30%).

Table 2-6 Total Class 6 Active Licensed Drivers by Year

Table 2-6
Total Class 6 Active Licensed Drivers by Year: 2010 to 2020

Licensing Year	Active Drivers	% Change to Previous Year
2010	61,572	-
2011	63,385	2.9%
2012	65,305	3.0%
2013	66,908	2.5%
2014	68,180	1.9%
2015	69,506	1.9%
2016	71,135	2.3%
2017	72,551	2.0%
2018	73,822	1.8%
2019	74,993	1.6%
2020	**76,058**	**1.4%**
Average 2015-2019*	72,401	5.1%

* "% change" in this line compares the current year to the 5-year average

In 2020, the number of motorcycle licence holders increased by 1% compared to 2019, in line with the annual average rate of change in the previous five years (2015-2019 – 2%). The total number of motorcycle licence holders increased by 5% in 2020 compared to the previous five year (2015-2019) annual average.

As discussed in the introduction of this section, Class 6 Motorcycle licence holders in Manitoba also hold a Class 1-5 licence due to a requirement for those wishing to obtain a Class 6 licence to first obtain a licence in any other class (1-5). Because of this, Class 6 licence holders cannot be added to Class 1-5 licence holders.

Also, a licence suspension is applicable to all licence classes held by a suspended driver. Therefore, suspended Class 6 licences are not counted or addressed in the following discussion; they have been covered in the previous discussions of suspended Class 1-5 licence holders.

Table 2-7 Class 6 Active Licensed Drivers by Age Group and Gender

Table 2-7
Class 6 Active Licensed Drivers by Age Group and Gender: 2020

Age Group	Gender	Active Drivers	%
16-17	Male	94	
	Female	9	
	Total	102	0.1
18-19	Male	295	
	Female	37	
	Total	332	0.4
20-24	Male	2,248	
	Female	288	
	Total	2,535	3.3
25-34	Male	8,317	
	Female	1,354	
	Total	9,671	12.7
35-44	Male	8,933	
	Female	1,725	
	Total	10,657	14.0
45-54	Male	11,572	
	Female	2,220	
	Total	13,792	18.1
55-64	Male	19,260	
	Female	2,976	
	Total	22,235	29.2
65-74	Male	12,618	
	Female	1,497	
	Total	14,114	18.6
75-84	Male	2,087	
	Female	209	
	Total	2,295	3.0
85+	Male	294	
	Female	29	
	Total	323	0.4
All Ages	Male	65,717	
	Female	10,341	
	Total	76,058	100.0

In 2020, men account for the majority of Class 6 licence holders (86% overall). Most Class 6 licence holders are age 35 and older (83%). Men aged 35 and older make up 72% of all Class 6 licence holders. Women in the same age group (aged 35 and older) make up 11% of all Class 6 licence holders.

Table 2-8 Class 6 Active Licensed Drivers by Licence Class and Gender

Table 2-8
Class 6 Active Licensed Drivers by Licence Class and Gender: 2020

Licence Class	Active Drivers			
	Male	Female	Total	%
6/F	47,562	5,301	52,863	69.5
6/I	6	1	6	<0.1
6/L	10,933	3,175	14,108	18.5
6/A	3,207	402	3,609	4.7
6/M	4,010	1,462	5,472	7.2
Total	65,717	10,341	76,058	100.0

Manitoba Class 6 Driver's Licence Stages

6/F Full Class 6 licence (including Full Stage Class 6 under Graduated Driver Licensing)
6/I Intermediate Stage under Graduated Driver Licensing
6/L Learner Stage under Graduated Driver Licensing
6/A Learner drivers who are not in Graduated Driver Licensing
6/M Licence received after passing written test, entitling holder to take the Motorcycle Training Course

Under Manitoba's Graduated Driver Licensing (GDL) program, novice drivers are only required to complete the Intermediate Stage once. Credit for time served in the Intermediate Stage in Class 5 is given for the Intermediate Stage in Class 6. That is, if a novice driver completes the Intermediate stage of the GDL program for a Class 5 licence, they do not need to repeat the Intermediate Stage in order to obtain a Class 6 licence.

In 2020, Full Class 6 licence holders account for nearly 70% of all Manitoba Class 6 licence holders and Learners account for nearly 19%. This distribution is similar to 2019.

Table 2-9 Active Class 6 Male Drivers by Age Group and Licence Class

Table 2-9
Active Class 6 Male Drivers by Age Group and Licence Class: 2020

Age Group	Licence Class					Total	% of Total
	6/F	6/I	6/L	6/A	6/M		
16-17	2	1	56	0	35	94	0.1
18-19	38	3	150	2	103	295	0.4
20-24	444	0	1,159	91	554	2,248	3.4
25-34	2,558	1	3,881	349	1,528	8,317	12.7
35-44	4,238	0	2,827	916	952	8,933	13.6
45-54	8,515	0	1,538	1,074	446	11,572	17.6
55-64	17,494	0	927	584	255	19,260	29.3
65-74	12,023	0	338	157	99	12,618	19.2
75-84	1,964	0	56	32	35	2,087	3.2
85+	287	0	2	3	3	294	0.4
Total	47,562	6	10,933	3,207	4,010	65,717	

Table 2-10 Active Class 6 Female Drivers by Age Group and Licence Class

Table 2-10
Active Class 6 Female Drivers by Age Group and Licence Class: 2020

Age Group	Licence Class					Total	% of Total
	6/F	6/I	6/L	6/A	6/M		
16-17	0	1	5	0	3	9	<0.1
18-19	3	0	19	0	15	37	0.4
20-24	28	0	157	0	103	288	2.8
25-34	223	0	716	11	405	1,354	13.1
35-44	484	0	810	95	336	1,725	16.7
45-54	977	0	825	138	280	2,220	21.5
55-64	2,064	0	553	119	240	2,976	28.8
65-74	1,295	0	89	36	77	1,497	14.5
75-84	199	0	3	3	4	209	2.0
85+	29	0	0	0	0	29	0.3
Total	5,301	1	3,175	402	1,462	10,341	

SECTION 3 – Vehicle Registrations

Introduction

This section deals with vehicle registrations and examines these by three major categories: Commercial; Non-Commercial; and, Snowmobiles (Recreational).

Key Highlights
There are a total of 990,156 Non-Commercial vehicles registered in Manitoba in 2020.

- This is a 1% increase over 2019 and a 17% increase from 2010.
- This is a 3% increase over the average registrations for the period 2015-2019.

There are a total of 135,731 Commercial vehicles registered in Manitoba in 2020.

- This is a 3% increase over 2019 and a 52% increase from 2010.
- This is a 10% increase over the average registrations for the period 2015-2019.

Overall, there is a 1% increase in the total vehicle registrations (commercial and non-commercial, combined) in Manitoba from 1,114,903 in 2019 to 1,125,887 in 2020.

There are a total of 34,843 Snowmobiles registered in Manitoba in 2020.

- There are 274 less registered snowmobiles in 2020 than in 2019 (a 1% decrease); a 24% increase from 2010.
- This is a 1% increase over the average registrations for the period 2015-2019.

Major Elements Examined
Counts for each Commercial and Non-Commercial registration types represent an average registration over the twelve-month period January through December 2020. That is, active vehicle registrations as of the first of each month are recorded for each vehicle category and then an average for the year is calculated and reported. Counts for Snowmobiles use a similar “point-in-time” average calculation, but include December 2019 through to and including April 2020 to cover the snowmobile riding season.

Terms and Definitions
“Vehicle Class”

- Category of vehicles meeting specific designations and specifications
- Non-Commercial vehicle classes are vehicles registered for private use and include:
    - Passenger
    - Antique
    - Motorcycle/Moped
    - Truck
    - Farm Truck
    - Trailer
- Commercial vehicle classes are those involving vehicles registered to or for the use of a business and include:
    - Truck
    - Public Service Vehicles (PSV) Truck
    - Dealer/Repairer
    - PSV Bus
    - Trailers
    - PSV Trailers
    - Regulated Passenger
- A detailed description of each class noted above can be found in the “Glossary” of the Report

Table 3-1 Non Commercial Vehicle Class

Table 3-1
Non-Commercial Vehicle Class: 2020

Vehicle Class*	Total	%
Passenger	585,263	59.1
Antique	143	<0.1
Motorcycle/Moped	15,848	1.6
Truck	154,596	15.6
Farm Truck	43,513	4.4
Trailer	190,792	19.3
Total Non-Commercial Vehicles Registered	**990,156**	**100**
Snowmobiles (Recreational)		
Snowmobiles	34,843	

*For definition of these motor vehicle classes refer to the “Terms and Definitions” of this Section and “Glossary” of this Report.

Table 3-2 Commercial Vehicle Class

Table 3-2
Commercial Vehicle Class: 2020

Vehicle Class*	Total	%
Commercial Truck	59,916	44.1
Public Service Vehicle (PSV) Truck	603	0.4
Dealer and Repairer	6,332	4.7
Public Service Vehicle (PSV) Bus	0	<0.1
Commercial Trailer	64,725	47.7
Public Service Vehicle (PSV) Trailer	2	<0.1
Regulated Passenger	4,153	3.1
Total Commercial Vehicles Registered	**135,731**	**100**

*For definition of these motor vehicle classes refer to the “Terms and Definitions” of this Section and “Glossary” of this Report.

Table 3-3 Vehicle Registration Summary

Table 3-3
Vehicle Registrations Summary: 2010 to 2020

Registration Class	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	5-year (2015-2019) Average	**2020**	% Change 2020 vs. 2019	% Change (2020 vs. 2015-2019 average)
Non-Commercial Vehicle Class														
Passenger	521,894	529,406	539,384	545,723	551,113	559,606	565,348	571,719	579,212	584,432	572,064	**585,263**	0.1	2.3
Antique**	95	103	131	134	133	136	145	145	152	163	148	**143**	-11.9	-3.3
Motorcycle/Moped	10,732	11,229	12,329	12,658	13,042	13,732	14,634	15,356	15,761	15,682	15,033	**15,848**	1.1	5.4
Truck	133,057	139,530	145,405	149,295	153,077	156,302	150,401	151,143	152,615	152,645	152,621	**154,596**	1.3	1.3
Farm Truck	43,517	42,942	43,384	43,361	43,517	43,749	43,908	43,702	43,563	43,612	43,707	**43,513**	-0.2	-0.4
Trailer	134,358	143,249	154,603	160,451	165,492	170,778	175,160	179,244	183,121	186,476	178,956	**190,792**	2.3	6.6
Subtotal	843,653	866,459	895,236	911,622	926,374	944,303	949,597	961,309	974,424	983,010	962,528	**990,156**	0.7	2.9
Commercial Vehicle Class														
Truck	27,690	28,928	30,391	31,407	32,227	33,521	40,161	42,160	43,037	49,001	41,576	**59,916**	22.3	44.1
PSV Truck	9,849	10,244	10,934	11,337	11,813	12,447	14,647	15,130	15,558	10,731	13,703	**603**	-94.4	-95.6
Dealer/Repairer	6,229	6,185	6,178	6,210	6,354	6,439	6,551	6,598	6,548	6,513	6,530	**6,332**	-2.8	-3.0
PSV Bus**	161	150	143	153	156	168	188	196	217	170	188	**0**	-99.8	-99.8
Trailers*	45,249	45,221	49,389	50,936	55,000	54,342	57,824	58,054	61,538	61,109	58,573	**64,725**	5.9	10.5
PSV Trailers**	57	57	71	78	82	87	101	104	132	91	103	**2**	-98.1	-98.3
Regulated Passenger****	-	-	-	-	-	-	2,609	3,955	4,095	4,277	-	**4,153**	-2.9	-
Subtotal	89,235	90,784	97,106	100,120	105,632	107,004	122,081	126,196	131,124	131,893	123,659	**135,731**	2.9	9.8
Total Registrations - Non-Commercial and Commercial Vehicle Classes														
Total Registrations	932,888	957,243	992,342	1,011,742	1,032,006	1,051,307	1,071,677	1,087,504	1,105,548	1,114,903	1,086,188	**1,125,887**	1.0	3.7
Snowmobiles* **														
Total	28,064	30,421	30,650	32,851	34,280	33,735	34,061	34,344	34,943	35,117	34,440	**34,843**	-0.8	1.2
Off-Road Vehicle Dealer Plates														
Total	454	471	469	505	518	529	562	568	552	538	550	**521**	-3.1	-5.3

*Commercial trailers include semi-trailers.
**Due to small numbers, percentage change figures are expected to be somewhat erratic year-over-year and should be interpreted with extreme caution.
***Snowmobile registration count reflects the average number of active policies at a point in time during the riding season, from December to April (e.g., for 2020, December 2019 through April 2020, inclusive).
****Regulated Passenger has been added to more accurately reflect current regulations.

The total count of vehicles registered in Manitoba in 2020 (1,125,887) has increased by 1% compared to 2019. This increase is in line with year-over-year increases seen in previous years. The count of registered vehicles in 2020 is 4% higher than the five year (2015-2019) annual average.

The total increase in overall vehicle registrations in 2020 comes from an increase in both non-commercial and commercial vehicle registrations. Non-Commercial vehicle registrations increased by 1% in 2020 compared to 2019. Commercial vehicle registrations increased by 3% in 2020 compared to 2019.

Snowmobile registrations decreased by 1% in 2020 over 2019, but increased by 1% compared to the five year (2015-2019) annual average.

SECTION 4 – Traffic Collisions

Introduction

This section counts the number of collisions in Manitoba and provides detail for collisions of different severity: fatal, injury and property damage only (PDO). Historical information regarding the number of collisions, the number of victims, the number of vehicles and the number of drivers involved in collisions over the ten year period 2010 to 2019 is presented and compared to 2020. Details are provided for 2020 traffic collisions in terms of the month of occurrence, day of the week, time of day, weather and road conditions, location and type of collision.

Key Highlights

In 2020, there are 70,081 collision incidents reported through the claim registration process with Manitoba Public Insurance where some insurance related financial activity took place. This forms the basis for the overall population of collisions that Traffic Accident Reports (TARs) could be drawn from. To be consistent with jurisdictions across Canada and in compliance with reporting standards for the National Collision Database maintained by Transport Canada, a "reportable collision" definition is applied as a filter to these collision incidents, resulting in a total of 44,339 TAR reportable collisions. It is these TAR reportable collisions that are the primary focus of this Traffic Collision Statistics Report.

In 2020, there are 7,238 victims from 44,339 collisions involving 57,175 vehicles and 54,037 drivers. Of the 44,339 collisions:

- 70 are fatal collisions involving 112 vehicles and 105 drivers, resulting in 78 people killed and 46 people injured;
- 5,667 are injury collisions involving 9,602 vehicles and 9,459 drivers, resulting in 7,114 people injured; and,
- 38,602 are PDO collisions involving 47,461 vehicles and 44,473 drivers.

Collisions on public roadways in Manitoba in 2020 most frequently occur:

- In Winnipeg (52% of all collisions; 11% of fatal, 73% of injury and 49% of PDO collisions) and in rural locations (31% of all collisions, 54% of fatal, 16% of injury and 33% of PDO collisions);
- In the months of January, February and December – 31% of all collisions; 19% of fatal, 36% of injury and 30% of PDO collisions;
- On Fridays - Friday accounts for 16% of all collisions; 11% of fatal, nearly 18% of injury and 16% of PDO collisions; and,
- Between the hours of 3 and 6 p.m. (15:00 to 17:59) – 22% of all collisions; 14% of fatal, 28% of injury and 21% of PDO collisions.

Collisions on public roadways in Manitoba in 2020 are most frequently:

- "Motor vehicle to motor vehicle" in nature – 52% of all collisions; 57% of fatal, 80% of injury and 48% of PDO collisions; and,
- "Rear end" collisions (33% of all collisions), collisions involving a fixed object (18% of all collisions), collisions occurring at 90° intersections (15% of all collisions), and side-swipe collisions (nearly 13% of all collisions).

Major Elements Examined

Counts of collisions in Manitoba for 2020 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

Collisions, victims, vehicles and drivers are presented separately at the beginning of this section with counts provided for the years 2010 through 2020. Following that, the majority of this section explores traffic collisions occurring in 2020 and provides comparisons to annual average counts of collisions for the time period 2015 to 2019.

It is important to note that the number of collisions is not equal to the number of victims as each collision can result in multiple victims. Likewise, the number of vehicles involved is not equal to the number of drivers involved as a driverless vehicle (e.g., a parked car; vehicles that do not have a licensed driver) could be involved in a collision.

"Drivers" in this section refers to the number of drivers involved in collisions. It excludes pedestrians, bicyclists, snowmobiles, off-road vehicles, farm and construction equipment, trains and parked vehicles.

The terms 'crash', 'collision', and 'accident' are used interchangeably in this report.

The terms 'fatally injured' and 'killed' are used interchangeably in this report.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2015 to 2019. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions can have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

"Collision Severity"

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

"Fatal Collision"

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

"Injury Collision"

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required).

"Property Damage Only (PDO) Collision"

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

"Collision Type"

- Refers to the object struck by a motor vehicle during a collision (including: a pedestrian, another motor vehicle, a train, a motorcycle, a bicycle, an animal, and fixed objects) or to what happened to the vehicle in a single-vehicle collision (including: overturned on roadway and ran off roadway).

"Urban Location"

- Collisions occurring within the municipal boundaries of urban locations, including Winnipeg, Brandon, Portage la Prairie, Flin Flon, Dauphin, Thompson, The Pas, Selkirk and others.

"Rural Location"

- Collisions occurring on primary highways, secondary highways and local roadways, including the Trans Canada Highway and excluding those that occur within the municipal boundaries of an urban area.

"Accident Configuration"

- Briefly describes the action taken by a vehicle immediately prior to or at the start of the collision, including such events as rear-ending another vehicle, side-swiping another vehicle, turning into (the path of) another vehicle, parking, meeting another vehicle at an intersection and/or leaving the roadway.
- "Other" in terms of accident configuration includes collisions involving more than one configuration or sequence of events.

Table 4-1 Historical Summary of Traffic Collisions

Table 4-1
Historical Summary of Traffic Collisions: 2010 to 2020

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	**2020**	2015-2019 Average
Collision Incidents (Claims)	89,277	94,952	92,254	99,668	95,600	89,506	93,392	95,457	91,296	93,188	**70,081**	92,568
Total TAR Reportable Collisions	27,172	34,302	38,972	41,819	40,672	41,548	45,316	51,844	51,732	54,755	**44,339**	49,039
Fatal	78	94	89	69	64	69	96	65	65	68	**70**	73
Injury	5,386	6,309	8,280	8,729	9,023	9,127	9,582	9,691	9,325	8,992	**5,667**	9,343
PDO	21,708	27,899	30,603	33,021	31,585	32,352	35,638	42,088	42,342	45,695	**38,602**	39,623
Total Victims	7,130	8,337	10,623	11,234	11,676	12,017	12,653	12,659	12,057	11,645	**7,238**	12,206
Killed	87	110	96	85	68	78	107	73	70	76	**78**	81
Injured	7,043	8,227	10,527	11,149	11,608	11,939	12,546	12,586	11,987	11,569	**7,160**	12,125
Total Vehicles Involved	44,979	53,516	59,556	64,316	62,277	61,711	66,063	72,055	70,244	73,287	**57,175**	68,672
Fatal	110	141	126	111	95	106	143	88	98	99	**112**	107
Injury	9,358	10,956	14,802	15,663	16,233	16,184	16,927	16,748	15,975	15,276	**9,602**	16,222
PDO	35,511	42,419	44,628	48,542	45,949	45,421	48,993	55,219	54,171	57,912	**47,461**	52,343
Total Drivers Involved	42,310	51,279	58,877	63,501	61,294	59,716	63,839	68,447	66,606	69,564	**54,037**	65,634
Fatal	105	130	119	106	90	103	138	85	95	97	**105**	104
Injury	8,969	10,644	14,696	15,539	16,120	16,088	16,753	16,531	15,752	15,095	**9,459**	16,044
PDO	33,236	40,505	44,062	47,856	45,084	43,525	46,948	51,831	50,759	54,372	**44,473**	49,487

In 2020, there are 7,238 victims from 44,339 collisions involving 57,175 vehicles and 54,037 drivers. Of the 44,339 collisions:

- 70 are fatal collisions involving 112 vehicles and 105 drivers, resulting in 78 people killed and 46 people injured;
- 5,667 are injury collisions involving 9,602 vehicles and 9,459 drivers, resulting in 7,114 people injured; and,
- 38,602 are PDO collisions involving 47,461 vehicles and 44,473 drivers.

Total collisions in 2020 decreased by 19% compared to 2019 and by 10% compared to the number of collisions in the previous five year (2015 to 2019) annual average.

- Fatal collisions increased by 3% compared to 2019 but decreased by 4% compared to the previous five years.
- Injury collisions decreased by 37% compared to 2019 and by 39% compared to the previous five years.
- PDO collisions decreased by nearly 16% compared to 2019 and by 3% compared to the previous five years.

The total number of collision victims in 2020 is down 38% compared to 2019 and by 41% compared to the previous five year (2015 to 2019) annual average. The number of people killed in collisions in 2020 increased by 3% (a count of 2) compared to 2019 but decreased by nearly 4% compared to the previous five years. For the sixth time in the last seven years, the count of people killed in 2020 is below 80.

The total number of drivers involved in collisions in 2020 is down 22% compared to 2019 and by 18% compared to the previous five year (2015 to 2019) annual average. The number of vehicles involved in collisions in 2020 is also down 22% from 2019 and by 17% compared to the previous five years.

Figure 4-1 Historical Summary – Count of Traffic Collisions, Victims, Vehicles and Drivers

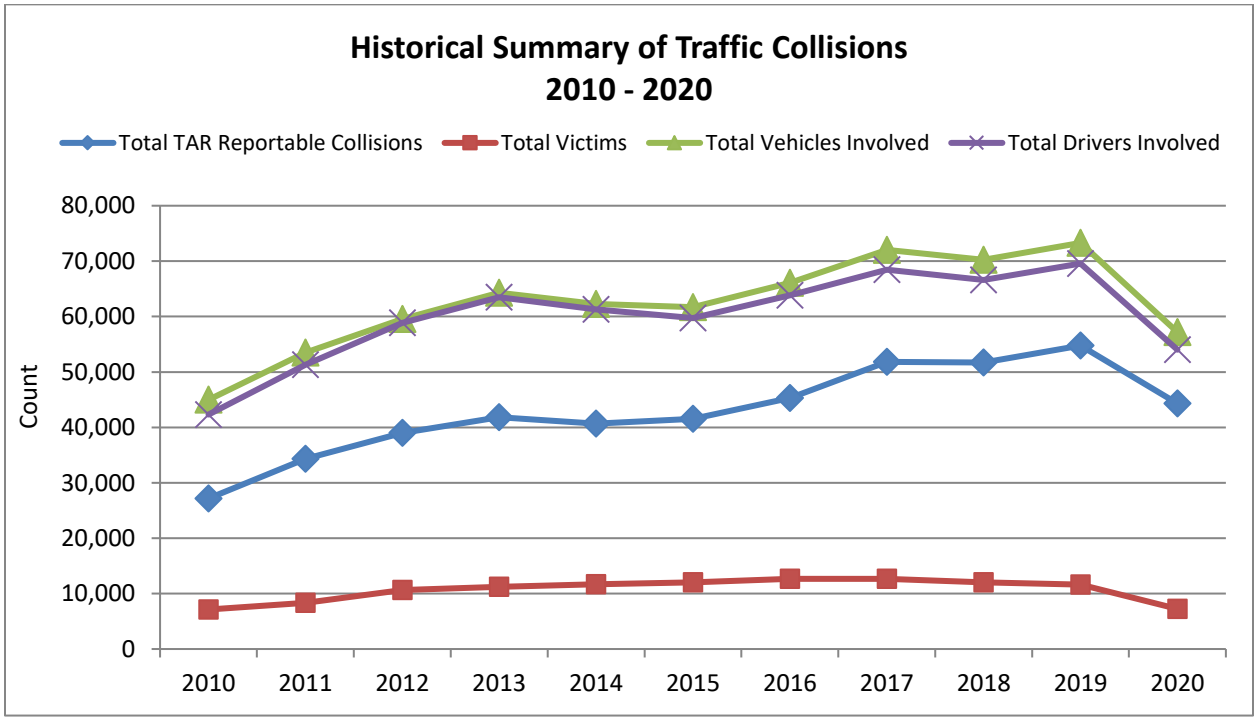


Table 4-2 Traffic Collisions by Month of Occurrence and Collision Severity

Table 4-2
Traffic Collisions by Month of Occurrence and Collision Severity: 2020, 2015-2019 Average

Month	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
January	4	5.7%	1,000	17.6%	4,994	12.9%	**5,998**	13.5%	3	1,087	4,261	5,351	10.9%
February	5	7.1%	606	10.7%	3,264	8.5%	**3,875**	8.7%	4	949	3,702	4,654	9.5%
March	4	5.7%	463	8.2%	2,866	7.4%	**3,333**	7.5%	4	707	3,007	3,719	7.6%
April	3	4.3%	159	2.8%	2,020	5.2%	**2,182**	4.9%	5	562	2,454	3,021	6.2%
May	4	5.7%	284	5.0%	2,399	6.2%	**2,687**	6.1%	6	655	2,565	3,226	6.6%
June	4	5.7%	457	8.1%	2,973	7.7%	**3,434**	7.7%	8	667	2,749	3,424	7.0%
July	7	10.0%	467	8.2%	3,057	7.9%	**3,531**	8.0%	9	629	2,731	3,369	6.9%
August	13	18.6%	507	8.9%	2,899	7.5%	**3,419**	7.7%	8	677	2,733	3,418	7.0%
September	11	15.7%	455	8.0%	3,155	8.2%	**3,621**	8.2%	6	697	2,955	3,659	7.5%
October	8	11.4%	502	8.9%	4,126	10.7%	**4,636**	10.5%	8	807	3,630	4,444	9.1%
November	3	4.3%	320	5.6%	3,363	8.7%	**3,686**	8.3%	7	886	4,328	5,221	10.6%
December	4	5.7%	447	7.9%	3,486	9.0%	**3,937**	8.9%	4	1,021	4,508	5,534	11.3%
Total	70	100%	5,667	100%	38,602	100%	**44,339**	100%	73	9,343	39,623	49,039	100%

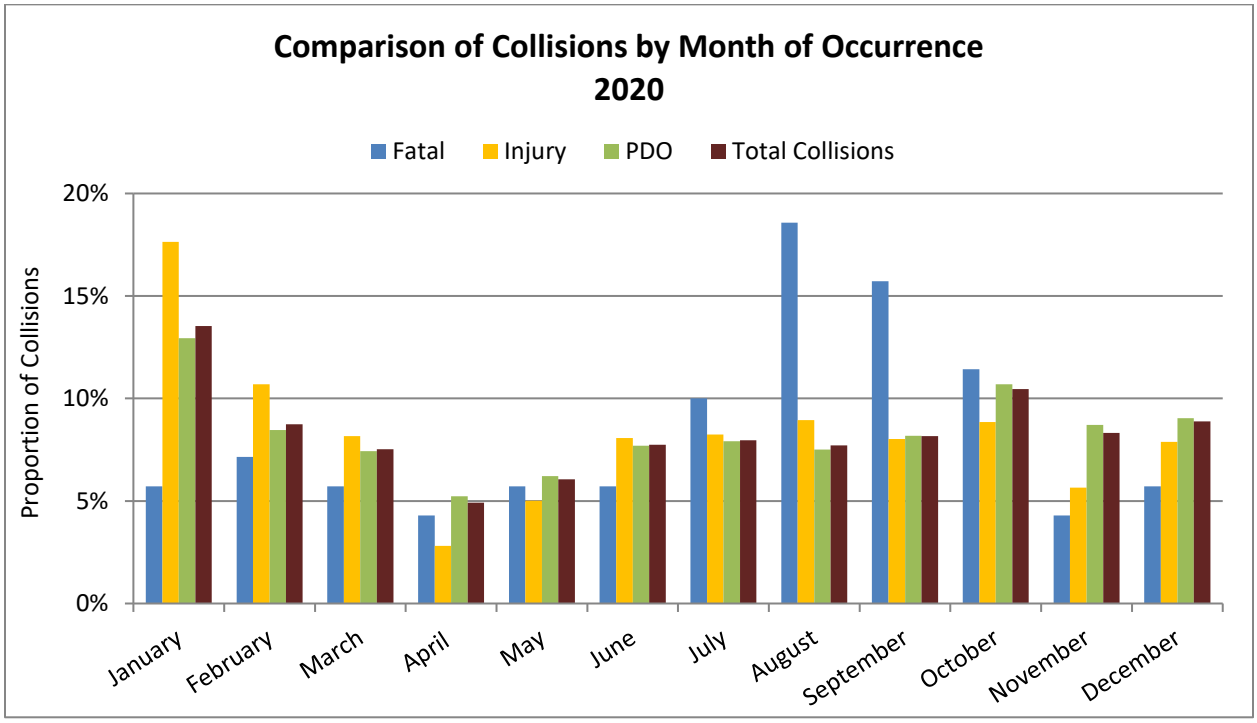
Note: Counts of collisions in the 2015-2019 average may not add to the total due to rounding.

In 2020, nearly one-third (31%) of all collisions in Manitoba happened in the winter months of January, February and December. In the previous five year period (2015 to 2019), these months accounted for an average of 32% of all collisions. In 2020, January, February and December (combined), account for:

- 19% of all fatal collisions;
- 36% of all injury collisions; and,
- 30% of all PDO collisions.

Fatal collisions in 2020 occur most often in July, August, September and October (56% of fatal crashes combined). Comparatively, 42% of fatal collisions occur in these months during the previous five years.

Figure 4-2 Traffic Collisions by Month of Occurrence and Collision Severity



In 2020, injury collisions and PDO collisions occur most frequently in the months of October through February (51% of injury and 50% of PDO collisions). In the previous five year period (2015 to 2019), these months account for 51% of injury collisions and 52% of PDO collisions.

Table 4-3 Traffic Collisions by Day of Occurrence and Collision Severity

Table 4-3
Traffic Collisions by Day of Occurrence and Collision Severity: 2020, 2015-2019 Average

Day of Week	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Sunday	17	24.3%	517	9.1%	3,999	10.4%	**4,533**	10.2%	13	827	4,144	4,984	10.2%
Monday	11	15.7%	788	13.9%	5,398	14.0%	**6,197**	14.0%	8	1,318	5,507	6,834	13.9%
Tuesday	4	5.7%	879	15.5%	6,031	15.6%	**6,914**	15.6%	9	1,478	5,840	7,327	14.9%
Wednesday	13	18.6%	919	16.2%	6,025	15.6%	**6,957**	15.7%	9	1,479	6,007	7,495	15.3%
Thursday	9	12.9%	954	16.8%	6,163	16.0%	**7,126**	16.1%	9	1,530	6,167	7,706	15.7%
Friday	8	11.4%	990	17.5%	6,277	16.3%	**7,275**	16.4%	13	1,611	6,830	8,455	17.2%
Saturday	8	11.4%	620	10.9%	4,709	12.2%	**5,337**	12.0%	11	1,100	5,128	6,239	12.7%
Total	70	100%	5,667	100%	38,602	100%	**44,339**	100%	73	9,343	39,623	49,039	100%

Note: Counts of collisions in the 2015-2019 average may not add to the total due to rounding.

Collisions in 2020 most frequently occur on weekdays. Monday through Friday combined account for 78% of all collisions, 64% of fatal collisions, 80% of injury collisions and 77% of PDO collisions. In the previous five year (2015 to 2019) annual average, weekdays account for the similar proportions (77% of all collisions; 67% fatal; 79% injury; 77% PDO).

Overall, Friday accounts for the single largest proportion of collisions in 2020; this is also the case in the previous five year (2015 to 2019) annual average. Friday accounts for:

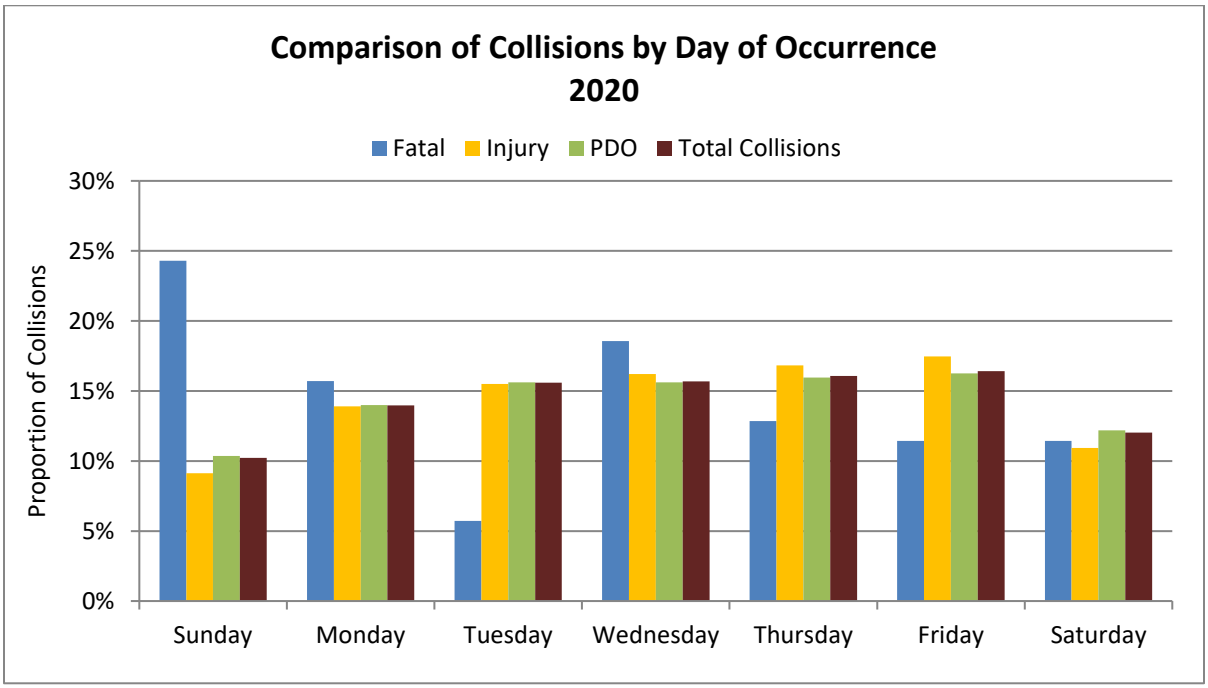
- 16% of all collisions in 2020 and 17% in the previous five years;
- 11% of fatal collisions in 2020 and 18% in the previous five years;
- Nearly 18% of injury collisions in 2020 and 17% in the previous five years; and,
- 16% of PDO collisions in 2020 and 17% in the previous five years.

Weekends, including Friday, Saturday and Sunday combined, account for:

- 39% of all collisions in 2020 and 40% in the previous five years (2015 to 2019);
- 47% of fatal collisions in 2020 and 51% in the previous five years;
- Nearly 38% of injury collisions in 2020 and 38% in the previous five years; and,
- 39% of PDO collisions in 2020 and 41% in the previous five years.

Fridays are unique, accounting for the highest proportion of overall, fatal, injury, and PDO collisions by day of the week (16% of all collisions; 11% of fatal, nearly 18% of injury and 16% of PDO collisions in 2020). Friday can be included as a weekday and as a weekend, and will affect any interpretation of crash prevalence depending on where it is grouped.

Figure 4-3 Traffic Collisions by Day of Occurrence and Collision Severity



In 2020, fatal collisions occur most often on Sunday (count of 17 or 24% of fatal collisions). In the previous five year (2015 to 2019) annual average, Fridays and Sundays account for the highest number of fatal crashes (count of 13; 18% of fatal collisions each).

Table 4-4 Traffic Collisions by Time of Occurrence and Collision Severity

Table 4-4
Traffic Collisions by Time of Occurrence and Collision Severity: 2020, 2015-2019 Average

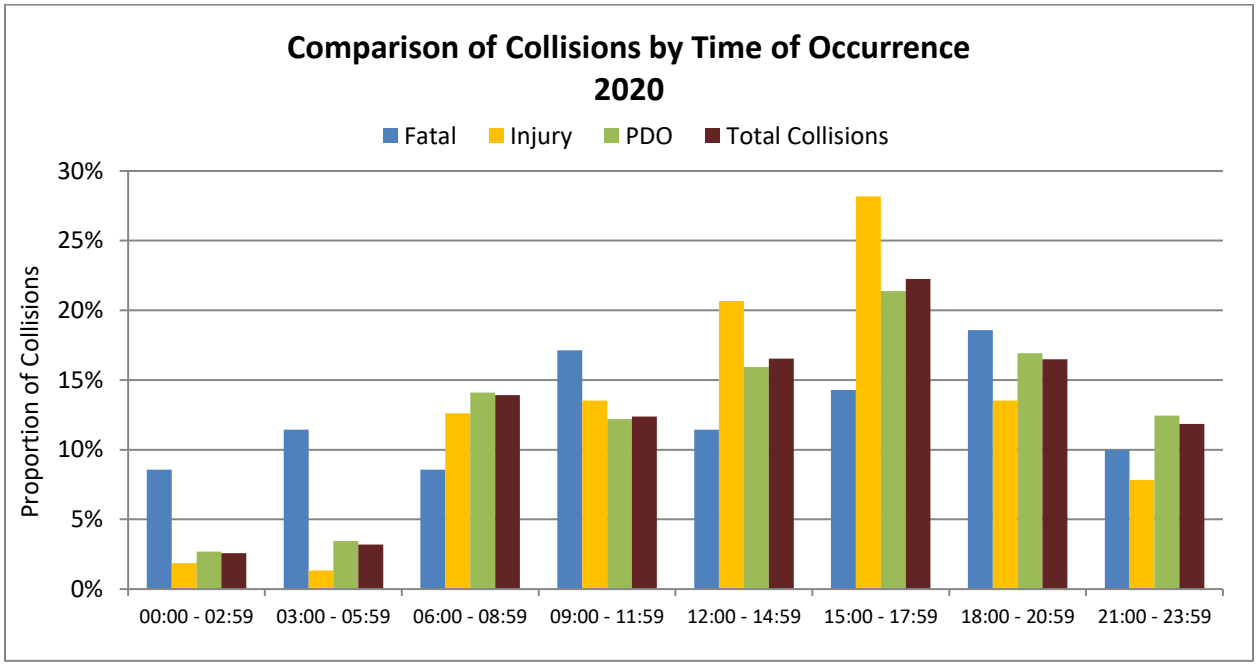
Time	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
00:00 - 02:59	6	8.6%	105	1.9%	1035	2.7%	**1,146**	2.6%	6	195	1,158	1,358	2.8%
03:00 - 05:59	8	11.4%	76	1.3%	1,331	3.4%	**1,415**	3.2%	4	114	1,029	1,147	2.3%
06:00 - 08:59	6	8.6%	714	12.6%	5,447	14.1%	**6,167**	13.9%	8	1,284	5,543	6,835	13.9%
09:00 - 11:59	12	17.1%	767	13.5%	4,710	12.2%	**5,489**	12.4%	10	1,297	5,196	6,503	13.3%
12:00 - 14:59	8	11.4%	1,171	20.7%	6,152	15.9%	**7,331**	16.5%	10	1,818	6,540	8,368	17.1%
15:00 - 17:59	10	14.3%	1,597	28.2%	8,258	21.4%	**9,865**	22.2%	12	2,673	9,003	11,688	23.8%
18:00 - 20:59	13	18.6%	767	13.5%	6,531	16.9%	**7,311**	16.5%	11	1,257	6,188	7,457	15.2%
21:00 - 23:59	7	10.0%	444	7.8%	4,807	12.5%	**5,258**	11.9%	10	678	4,664	5,351	10.9%
Not Stated	0	-	26	0.5%	331	0.9%	**357**	0.8%	2	27	302	331	0.7%
Total	70	100%	5,667	100%	38,602	100%	**44,339**	100%	73	9,343	39,623	49,039	100%

Note: Counts of collisions in the 2015-2019 average may not add to the total due to rounding.

Almost four in ten collisions in 2020 occur between noon and 6 p.m. (39% of all collisions, 26% of fatal collisions, 49% of injury collisions, and 37% of PDO collisions). This is mostly consistent with the proportion of collisions occurring during these hours in the previous five year (2015 to 2019) annual average (41% of all collisions, 31% of fatal collisions, 48% of injury collisions, and 39% of PDO collisions).

The largest proportion of total traffic collisions in 2020 occur between 3 and 6 p.m. (15:00 – 17:59), what is often considered the "afternoon rush". Two in ten (22%) collisions occur during these hours (14% of fatal collisions, 28% of injury collisions and 21% of PDO collisions). This is consistent with the proportion of collisions occurring during these hours in the previous five year (2015 to 2019) annual average.

Figure 4-4 Traffic Collisions by Time of Occurrence and Collision Severity



In 2020, 61% of fatal crashes occur between 9 a.m. and 9 p.m. This is consistent with the proportion of fatal collisions occurring during these hours in the previous five year (2015 to 2019) annual average.

Table 4-5 Traffic Collisions by Provincial Location and Collision Severity

Table 4-5
Traffic Collisions by Provincial Location and Collision Severity: 2020, 2015-2019 Average

Location	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Winnipeg	8	11.4%	4,158	73.4%	18,835	48.8%	**23,001**	51.9%	14	7,187	22,857	30,058	61.3%
Brandon	1	1.4%	113	2.0%	986	2.6%	**1,100**	2.5%	<1	220	1,151	1,372	2.8%
Portage	0	-	27	0.5%	270	0.7%	**297**	0.7%	1	52	276	329	0.7%
Flin Flon	0	-	4	<0.1%	69	0.2%	**73**	0.2%	<1	4	77	81	0.2%
Dauphin	0	-	24	0.4%	166	0.4%	**190**	0.4%	<1	27	170	197	0.4%
Thompson	0	-	13	0.2%	200	0.5%	**213**	0.5%	<1	35	231	267	0.5%
The Pas	0	-	10	0.2%	140	0.4%	**150**	0.3%	-	12	150	162	0.3%
Selkirk	0	-	41	0.7%	281	0.7%	**322**	0.7%	<1	69	271	340	0.7%
Other Urban	23	32.9%	395	7.0%	4,952	12.8%	**5,370**	12.1%	11	575	4,593	5,179	10.6%
All Rural	38	54.3%	882	15.6%	12,703	32.9%	**13,623**	30.7%	45	1,163	9,847	11,054	22.5%
Total	70	100%	5,667	100%	38,602	100%	**44,339**	100%	73	9,343	39,623	49,039	100%

Note: Counts of collisions in the 2015-2019 average may not add to the total due to rounding.

Urban locations account for 69% of collisions in Manitoba, but only 46% of fatal collisions in 2020 (84% of injury collisions; 67% of PDO collisions). Rural locations account for 31% of all collisions, but 54% of fatal collisions. This is mostly consistent with historical results. In the previous five year period (2015 to 2019), urban locations accounted for an average of nearly 78% of all collisions, 38% of fatal collisions, 88% of injury collisions, and 75% of PDO collisions.

In 2020, 52% of traffic collisions occur in Winnipeg while other urban locations (including Brandon, Portage, Flin Flon, Dauphin, Thompson, The Pas, Selkirk and “Other urban”) account for 17% of all collisions. In the previous five year (2015 to 2019) annual average, 61% of all collisions occur in Winnipeg and 16% occur in other urban locations.

This pattern holds when we consider both injury and PDO collisions. In 2020:

- 73% of injury collisions occur in Winnipeg, 11% occur in other urban locations and 16% occur in rural locations.
- 49% of PDO collisions occur in Winnipeg, 18% occur in other urban locations and 33% occur in rural locations.

Fatal collisions are different from the distribution of total crashes when it comes to the urban-rural split. In 2020, 54% of fatal collisions occur in rural locations, while 11% occur in Winnipeg and 34% occur in other urban locations. The over-representation of rural locations for fatal collisions in 2020 is fairly consistent with the previous five year (2015 to 2019) annual average, where 62% of fatal collisions occur in rural locations, 19% occur in Winnipeg and 20% occur in other urban locations.

Table 4-6 Collision Type by Urban/Rural Location

Table 4-6
Collision Type by Urban/Rural Location: 2020, 2015-2019 Average

Collision Type	Location													2015-2019 Average Count of Collisions				
	2020 Urban				2020 Rural				2020 Provincial Total				2020 Provincial Total as % of Total					
	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	**Total**		Fatal	Injury	PDO	Total	% of Total
Collision with pedestrian	2	34	59	95	1	5	5	11	3	39	64	**106**	0.2%	3	73	77	153	0.3%
Collision with other motor vehicle	16	4,239	17,823	22,078	24	276	863	1,163	40	4,515	18,686	**23,241**	52.4%	38	7,654	22,712	30,405	62.0%
Collisions with train	0	1	7	8	1	0	2	3	1	1	9	**11**	<0.1%	<1	2	4	6	<0.1%
Collision with motorcycle	1	6	4	11	0	0	0	0	1	6	4	**11**	<0.1%	<1	8	6	15	<0.1%
Collision with animal drawn vehicle	0	0	0	0	0	0	0	0	0	0	0	**0**	-	-	-	-	-	<0.1%
Collision with bicycle	0	37	78	115	0	0	1	1	0	37	79	**116**	0.3%	<1	45	82	127	0.3%
Collision with animal	0	36	2,024	2,060	0	279	10,158	10,437	0	315	12,182	**12,497**	28.2%	<1	344	8,584	8,929	18.2%
Collision with fixed object	8	292	3,626	3,926	3	247	878	1,128	11	539	4,504	**5,054**	11.4%	16	782	5,099	5,897	12.0%
Collision with other object	4	108	1,994	2,106	8	52	679	739	12	160	2,673	**2,845**	6.4%	8	360	2,719	3,088	6.3%
Overturned in roadway	1	5	5	11	0	2	4	6	1	7	9	**17**	<0.1%	<1	11	14	26	<0.1%
Ran off roadway	0	0	14	14	1	0	6	7	1	0	20	**21**	<0.1%	3	8	13	24	<0.1%
Collision with moped	0	0	0	0	0	0	1	1	0	0	1	**1**	<0.1%	-	<1	1	2	<0.1%
Other non-collision	0	27	265	292	0	21	106	127	0	48	371	**419**	0.9%	1	56	312	369	0.8%
Total	32	4,785	25,899	30,716	38	882	12,703	13,623	70	5,667	38,602	**44,339**	100%	73	9,343	39,623	49,039	100%

Note: Counts of collisions in the 2015-2019 average may not add to the total due to rounding.

The majority of crashes on public roadways in Manitoba are “motor vehicle to motor vehicle” collisions, both in 2020 and in the previous five year (2015 to 2019) annual average. In 2020, “motor vehicle to motor vehicle” collisions account for:

- 52% of all collisions;
- 57% of fatal collisions;
- 80% of injury collisions; and,
- 48% of PDO collisions.

Collisions occurring in urban locations are also predominantly “motor vehicle to motor vehicle” in nature. In urban locations in 2020, “motor vehicle to motor vehicle” collisions account for:

- 72% of all collisions;
- 50% of fatal collisions;
- 89% of injury collisions; and,
- 69% of PDO collisions.

Collisions occurring in rural locations are predominantly “motor vehicle to animal” in nature, with “motor vehicle to motor vehicle” the second most common configuration, and “motor vehicle to fixed object” as the third most common. In rural locations in 2020:

- 77% of all collisions are “motor vehicle to animal” in nature (no fatal collisions; 32% of injury collisions; and 80% of PDO collisions);
- Nearly 9% of all collisions are “motor vehicle to motor vehicle” in nature (63% of fatal collisions; 31% of injury collisions; and 7% of PDO collisions); and,
- 8% of all collisions are in “motor vehicle to fixed object” nature (8% of fatal collisions; 28% of injury collisions; and 7% of PDO collisions).

Table 4-7 Traffic Collisions by Road Surface Condition and Collision Severity

Table 4-7
Traffic Collisions by Road Surface Condition and Collision Severity: 2020, 2015-2019 Average

Road Surface Condition	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Dry	35	50.0%	3,205	56.6%	22,708	58.8%	**25,948**	58.5%	43	5,294	21,998	27,335	55.7%
Wet	2	2.9%	432	7.6%	2,453	6.4%	**2,887**	6.5%	4	1,013	3,597	4,614	9.4%
Mud	0	-	6	0.1%	74	0.2%	**80**	0.2%	<1	8	92	101	0.2%
Snow	4	5.7%	575	10.1%	4,394	11.4%	**4,973**	11.2%	3	747	4,246	4,996	10.2%
Ice	1	1.4%	1,006	17.8%	5,036	13.0%	**6,043**	13.6%	4	1,697	6,393	8,094	16.5%
Slush	0	-	163	2.9%	608	1.6%	**771**	1.7%	<1	197	672	870	1.8%
Loose Sand/ Gravel/ Dirt	1	1.4%	44	0.8%	326	0.8%	**371**	0.8%	2	64	269	335	0.7%
Fresh Oil	0	-	3	<0.1%	8	<0.1%	**11**	<0.1%	-	5	16	21	<0.1%
Other	0	-	23	0.4%	184	0.5%	**207**	0.5%	<1	21	151	173	0.4%
Not Applicable	2	2.9%	14	0.2%	665	1.7%	**681**	1.5%	<1	74	370	444	0.9%
Unknown	25	35.7%	196	3.5%	2,146	5.6%	**2,367**	5.3%	15	223	1,818	2,056	4.2%
Total	70	100%	5,667	100%	38,602	100%	**44,339**	100%	73	9,343	39,623	49,039	100%

Note: Counts of collisions in the 2015-2019 average may not add to the total due to rounding.

Collisions in Manitoba occur most often under “dry” road conditions. Nearly 59% of all collisions in 2020 and 56% in the previous five year (2015 to 2019) annual average occur on “dry” roads.

In 2020, 50% of fatal collisions occur on “dry” roads. This is lower than the previous five year (2015 to 2019) annual average (59%).

Icy road conditions account for 14% of all collisions in 2020, including 1% of fatal collisions, 18% of injury collisions and 13% of PDO collisions. This is similar to the previous five year (2015 to 2019) annual average where icy roads account for nearly 17% of all collisions, 6% of fatal collisions, 18% of injury collisions and 16% of PDO collisions.

“Snow” covered and “wet” roads account for the next highest proportions of all collisions in 2020, at 11% and nearly 7% respectively. These proportions are similar to the previous five year (2015 to 2019) annual average (10% and 9% respectively).

Figure 4-5 Traffic Collisions by Road Surface Condition and Collision Severity

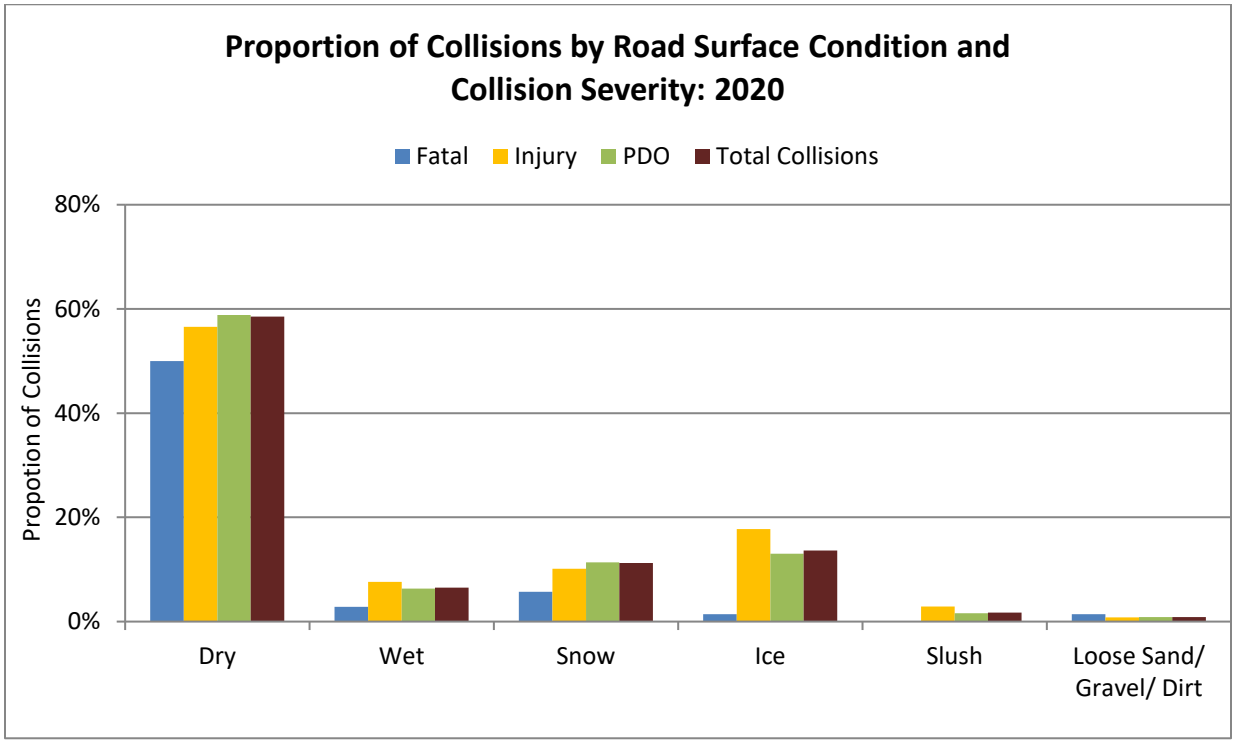


Table 4-8 Traffic Collisions by Weather Condition and Collision Severity

Table 4-8
Traffic Collisions by Weather Condition and Collision Severity: 2020, 2015-2019 Average

Weather Condition	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Clear	31	44.3%	3,841	67.8%	25,299	65.5%	**29,171**	65.8%	43	6,299	25,626	31,968	65.2%
Cloudy	2	2.9%	815	14.4%	4,954	12.8%	**5,771**	13.0%	7	1,353	5,307	6,667	13.6%
Raining	0	-	123	2.2%	828	2.1%	**951**	2.1%	1	396	1,517	1,915	3.9%
Snowing	0	-	443	7.8%	2,458	6.4%	**2,901**	6.5%	2	575	2,447	3,024	6.2%
Fog or Mist	0	-	37	0.7%	445	1.2%	**482**	1.1%	<1	91	550	642	1.3%
Smoke or Dust	1	1.4%	4	<0.1%	25	<0.1%	**30**	<0.1%	-	16	60	76	0.2%
Freezing Rain/ Sleet/ Hail	0	-	24	0.4%	98	0.3%	**122**	0.3%	<1	40	134	174	0.4%
Drifting Snow	2	2.9%	40	0.7%	339	0.9%	**381**	0.9%	1	83	410	494	1.0%
Strong Winds	1	1.4%	54	1.0%	303	0.8%	**358**	0.8%	<1	66	288	354	0.7%
Other	1	1.4%	22	0.4%	163	0.4%	**186**	0.4%	<1	15	107	123	0.3%
Not Applicable	1	1.4%	14	0.2%	577	1.5%	**592**	1.3%	<1	87	476	563	1.1%
Unknown	31	44.3%	250	4.4%	3,113	8.1%	**3,394**	7.7%	16	322	2,701	3,039	6.2%
Total	70	100%	5,667	100%	38,602	100%	**44,339**	100%	73	9,343	39,623	49,039	100%

Note: Counts of collisions in the 2015-2019 average may not add to the total due to rounding.

Most collisions in Manitoba occur during “clear” weather conditions. Nearly two-thirds (66%) of all collisions (44% of fatal collisions; 68% of injury collisions; nearly 66% of PDO collisions) in 2020 and 65% of all collisions (59% of fatal collisions; 67% of injury collisions; 65% of PDO collisions) in the previous five year (2015 to 2019) annual average occur in “clear” weather. Other weather conditions when collisions occur in 2020 include:

- “Cloudy” – 13% of all collisions (3% of fatal collisions; 14% of injury collisions; 13% of PDO collisions);
- “Snowing” or “Drifting Snow” – 7% of all collisions (3% of fatal collisions; nearly 9% of injury collisions; 7% of PDO collisions); and,
- “Raining” – 2% of all collisions (no fatal collision; 2% of injury collisions; 2% of PDO collisions).

Figure 4-6 Traffic Collisions by Weather Condition and Collision Severity

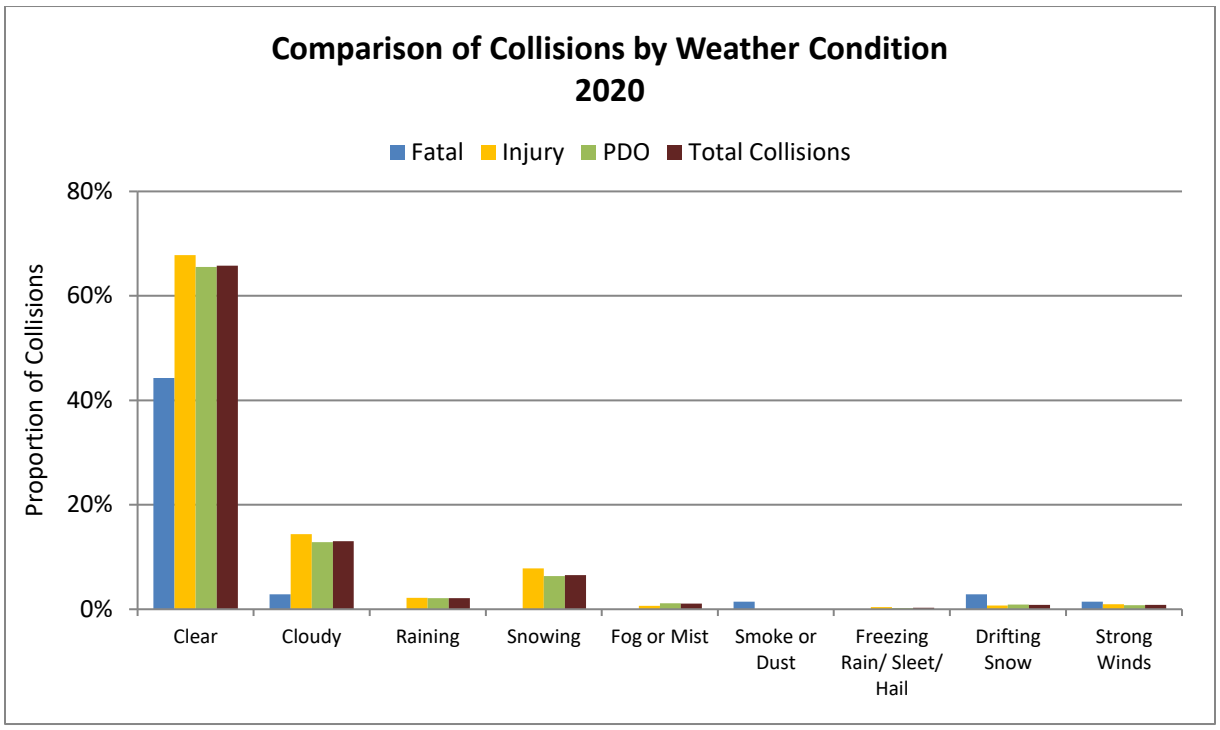


Table 4-9 Accident Configuration and Collision Severity

Table 4-9

Accident Configuration and Collision Severity: 2020, 2015-2019 Average

Accident Configuration	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Rear End	1	3.0%	2,171	45.6%	6,027	30.1%	**8,199**	33.0%	3	3,950	7,723	11,676	36.8%
Head On	7	21.2%	63	1.3%	398	2.0%	**468**	1.9%	13	111	437	560	1.8%
Side Swipe Opposing	0	-	40	0.8%	267	1.3%	**307**	1.2%	-	63	317	380	1.2%
Side Swipe Same Direction	1	3.0%	304	6.4%	2,501	12.5%	**2,806**	11.3%	<1	459	3,234	3,694	11.6%
Overtaking	0	-	11	0.2%	89	0.4%	**100**	0.4%	<1	29	142	171	0.5%
Right Turn - Same direction	0	-	21	0.4%	145	0.7%	**166**	0.7%	<1	28	191	219	0.7%
Right Turn - Opposing	0	-	7	0.1%	54	0.3%	**61**	0.2%	-	11	57	68	0.2%
Left Turn - Opposing	1	3.0%	122	2.6%	232	1.2%	**355**	1.4%	1.0	221	350	572	1.8%
Left Turn - Same direction	0	-	31	0.7%	139	0.7%	**170**	0.7%	-	31	163	194	0.6%
Left Turn - Across	0	-	142	3.0%	326	1.6%	**468**	1.9%	<1	205	364	569	1.8%
Intersection 90°	10	30.3%	1,162	24.4%	2,627	13.1%	**3,799**	15.3%	8	1,801	3,170	4,979	15.7%
Off Road Right	2	6.1%	162	3.4%	658	3.3%	**822**	3.3%	5	241	779	1,025	3.2%
Off Road Left	2	6.1%	111	2.3%	450	2.2%	**563**	2.3%	2	168	530	700	2.2%
Fixed Object	3	9.1%	256	5.4%	4,118	20.5%	**4,377**	17.6%	3	352	3,933	4,288	13.5%
Parking	1	3.0%	67	1.4%	1,933	9.6%	**2,001**	8.1%	<1	138	2,269	2,407	7.6%
Pedestrian	5	15.2%	87	1.8%	88	0.4%	**180**	0.7%	6	113	120	238	0.8%
Other	37	-	910	-	18,550	-	**19,497**	-	32	1,422	15,844	17,297	-
Total	70	100%	5,667	100%	38,602	100%	**44,339**	100%	73	9,343	39,623	49,039	100%

Note: Counts of collisions in the 2015-2019 average may not add to the total due to rounding.
Note: 'Other' accident configurations consist primarily of collisions involving more than one configuration or sequence of events. Calculations in '% of Total' exclude the 'Other' category.

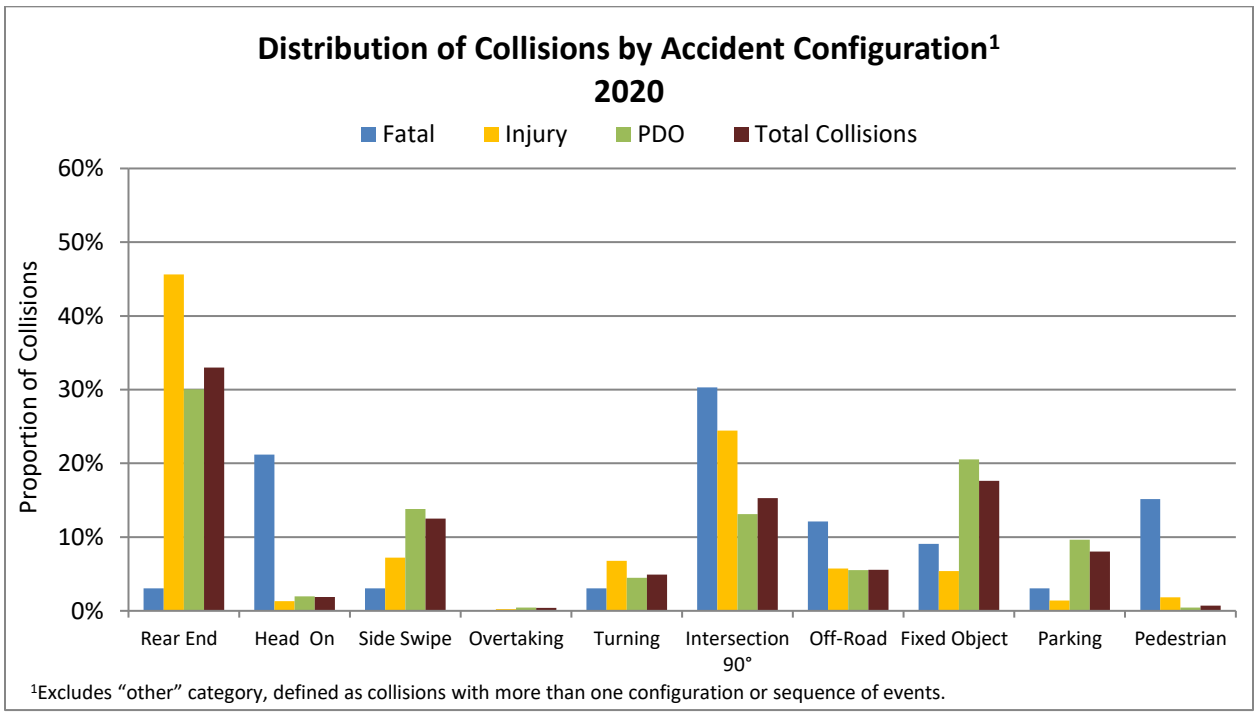
The most common accident configuration (or sequence of events immediately prior to or at the start of a collision) for collisions occurring in Manitoba (excluding "other") is a "rear end" type. "Rear end" crashes account for 33% of all collisions in 2020 (1 fatal collision; 46% of injury collisions; 30% of PDO collisions) and 37% of all collisions in the previous five year (2015 to 2019) annual average.

Following "rear end" collisions, the next most common accident configurations in 2020 (excluding "other") are:

- "Fixed object" collisions – 18% of all collisions, 9% fatal collisions, 5% of injury collisions, and nearly 21% of PDO collisions;
- Collisions occurring at "intersection 90°" – 15% of all collisions, 30% of fatal collisions, 24% of injury collisions, and 13% of PDO collisions; and,
- "Side-swipe" collisions, including in the same or opposing direction – nearly 13% of all collisions, 3% of fatal collisions, 7% of injury collisions, and 14% of PDO collisions.

A large proportion of collisions cannot be assigned a single accident configuration or sequence of events. That is, they involve more than one of the possible configuration types. These collisions fall into the "other" category. In 2020, 44% of all collisions (53% fatal; 16% injury; 48% PDO) are recorded as "other". In the previous five year (2015 to 2019) annual average, 35% of all collisions (nearly 44% fatal; 15% injury; 40% PDO) are recorded as "other".

Figure 4-7 Distribution of Collisions by Accident Configuration and Collision Severity



Collisions occurring at intersections 90° are the highest proportion of fatal collisions in 2020 (30%), followed by "head on" collisions (21%), collisions where a pedestrian is involved (15%), and collisions with fixed objects (9%).

SECTION 5 – Collision Victims

Introduction

This section counts the number of people killed and injured in traffic collisions and examines the severity of the injury received by the victim. Month, time and day of occurrences are examined, as well as the age of the victim. Other characteristics of the collision are presented as well. Relative involvement of victims in traffic collisions per 100,000 people in the general population is also calculated.

Key Highlights

In 2020, there are 7,238 victims (or casualties) of traffic collisions. Of these:

- 78 are killed;
- 318 are seriously injured;
- 1,168 sustain minor injuries;
- 5,645 sustain minimal injuries; and,
- 29 sustain injuries that are undefined in terms of severity.

The victim involvement rate (per 100,000 people in the general population) in traffic collisions in 2020 (521.9) has decreased by nearly 39% compared to 2019 (848.3), and by 42% compared to the previous five years (2015 to 2019) annual average (904.5). Victim involvement rates in traffic collisions in 2020 where the person:

- Is killed (5.6 in 2020) is 2% higher than 2019 but 6% lower than in the previous five years;
- Is injured, including all levels of severity (but excluding killed; 516.2 in 2020), is 39% lower than 2019 and nearly 43% lower than in the previous five years.

People aged 20 to 24 and 35 to 44 have the highest victim involvement rates (per 100,000 people) overall in 2020.

- Children under age 15 – rate of 99.6
- People aged 15 to 19 – rate of 553.4
- People aged 20 to 24 – rate of 734.0
- People aged 25 to 34 – rate of 717.7
- People aged 35 to 44 – rate of 728.3
- People aged 45 to 54 – rate of 710.2
- People aged 55 and older – rate of 409.5

While women account for more than half of all casualties in traffic collisions (57%), men account for the higher proportion of people killed (67%).

“Drivers” account for nearly 76% of all casualties and motor vehicle “Passengers” for 20%. “Motorcyclists” and “Moped” riders combined account for 2% of all casualties while “Bicyclists” account for 1% and “Pedestrians” account for 2%. In 2020, “Pedestrians” account for 17% of people killed in traffic collisions.

In 2020, casualties in traffic collisions most frequently result from crashes occurring:

- In Winnipeg – 72% of all victims in Manitoba;
- In the winter months (January, February and December combined) – 35% of all victims;
- On Friday – 17% of all victims; and,
- Between noon and 6 p.m. (12:00-14:59 – 21% of all victims; 15:00 to 17:59 – 29% of all victims).

Major Elements Examined

Counts of collisions in Manitoba for 2020 and previous years are taken from Traffic Accident Reports (TARs) generated by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance.

It is important to note that the number of victims involved in traffic collisions is not equal to the number of collisions that occurred, as each collision can result in multiple victims while some collisions result in property damage only (PDO). PDO collisions are not included in this section.

The terms ‘crash’, ‘collision’ and ‘accident’ are used interchangeably in this report. As well, the terms ‘victim’ and ‘casualty’, and the terms ‘fatality’ and ‘killed’ are used interchangeably in this report.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and relative involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2015 to 2019. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Terms and Definitions

“Casualty Type”

- A classification of the severity of the injury sustained by a victim in a traffic collision, i.e., whether someone was killed or injured. This classification also includes a designation for the severity of each non-fatal injury sustained (i.e., victims sustaining a serious/major, minor or minimal injury).

“Killed”

- The casualty type “killed” indicates where the victim involved in the traffic collision died as a result of their injuries within thirty (30) days of the collision occurrence.

“Injured”

- The casualty type “injured” indicates where the victim sustained some level of personal injury, but in which they were not killed. Levels of injury include: ‘serious’ or ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required). ‘Other’ injury is noted when the severity of the victim’s injury is not known or recorded in the TAR.

“Road User Class”

- A classification based on how a person involved in a collision was using the road at the time of the collision. It includes: Drivers (of motor vehicles), Passengers (in motor vehicles), those Riding/Hanging On (to a motor vehicle), Motorcyclist (drivers and passengers), Moped (drivers and passengers), Bicyclist (drivers and passengers), and Pedestrians.

“Vehicle Occupant”

- All those in the “Road User Class” recorded as “Drivers” and “Passengers”. It excludes “Motorcyclist”, “Bicyclist”, “Moped”, those “Riding/Hanging On” to a vehicle, and “Pedestrians”.

“Victim Involvement Rate”

- A calculation of the number of victims or casualties involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address: https://www.gov.mb.ca/health/annstats/index.html

“Collision Type”

- Refers to the object struck by a motor vehicle during a collision (including: a pedestrian, another motor vehicle, a train, a motorcycle, a bicycle, an animal, and fixed objects) or to what happened to the vehicle in a single-vehicle collision (including: overturned on roadway and ran off roadway).

“Accident Configuration”

- Briefly describes the action taken by a vehicle immediately prior to or at the start of the collision, including such events as rear-ending another vehicle, side-swiping another vehicle, turning into (the path of) another vehicle, parking, meeting another vehicle at an intersection and/or leaving the roadway.
- “Other” in terms of accident configuration includes, primarily, collisions involving more than one configuration or sequence of events.

Table 5-1 Historical Summary of Victims in Traffic Collisions

Table 5-1
Historical Summary of Victims in Traffic Collisions: 2010 to 2020

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2010	87	-	312	-	2,458	-	3,170	-	1,103	-	7,043	-	7,130	-
2011	110	26.4%	337	8.0%	2,465	0.3%	4,306	35.8%	1,119	1.5%	8,227	16.8%	8,337	16.9%
2012	96	-12.7%	339	0.6%	2,237	-9.2%	7,864	82.6%	87	-92.2%	10,527	28.0%	10,623	27.4%
2013	85	-11.5%	307	-9.4%	2,242	0.2%	8,488	7.9%	112	28.7%	11,149	5.9%	11,234	5.8%
2014	68	-20.0%	303	-1.3%	2,009	-10.4%	9,201	8.4%	95	-15.2%	11,608	4.1%	11,676	3.9%
2015	78	14.7%	415	37.0%	1,947	-3.1%	9,014	-2.0%	563	492.6%	11,939	2.9%	12,017	2.9%
2016	107	37.2%	478	15.2%	2,174	11.7%	9,710	7.7%	184	-67.3%	12,546	5.1%	12,653	5.3%
2017	73	-31.8%	442	-7.5%	2,026	-6.8%	9,836	1.3%	282	53.3%	12,586	0.3%	12,659	0.0%
2018	70	-4.1%	437	-1.1%	1,818	-10.3%	9,422	-4.2%	310	9.9%	11,987	-4.8%	12,057	-4.8%
2019	76	8.6%	368	-15.8%	1,817	-0.1%	9,354	-0.7%	30	-90.3%	11,569	-3.5%	11,645	-3.4%
2020	**78**	**2.6%**	**318**	**-13.6%**	**1,168**	**-35.7%**	**5,645**	**-39.7%**	**29**	**-3.3%**	**7,160**	**-38.1%**	**7,238**	**-37.8%**
2015-2019 Average*	81	-3.5%	428	-25.7%	1,956	-40.3%	9,467	-40.4%	274	-89.4%	12,125	-41.0%	12,206	-40.7%

* "% change" in this line compares the current year to the 5-year average

In 2020, there are 7,238 victims (or casualties) of traffic collisions. Of these:

- 78 are killed;
- 318 are seriously injured;
- 1,168 sustain minor injuries;
- 5,645 sustain minimal injuries; and,
- 29 sustain injuries that are undefined in terms of severity.

Overall, the total number of casualties in 2020 (7,238) decreased by 38% compared to 2019 (11,645). In 2020, there are 2 more people killed than in 2019, 50 fewer people seriously injured, 649 fewer people with minor injuries, 3,709 fewer people with minimal injuries, and 1 fewer person with other or undefined injuries.

Compared to the previous five year (2015 to 2019) annual average, in 2020:

- The number of people killed is down nearly 4%;
- The number of people seriously injured is down 26%;
- The number of people sustaining minor injuries is down 40%;
- The number of people sustaining minimal injuries is down 40%; and,
- The number of people sustaining “other” injuries is down 89%.

Table 5-2 Historical Summary of Victim Involvement Rate (per 100,000 People) in Traffic Collisions

Table 5-2
Historical Summary of Victim Involvement Rate (per 100,000 People) in Traffic Collisions: 2010 to 2020

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2010	7.1	-	25.4	-	199.8	-	257.7	-	89.7	-	572.5	-	579.5	-
2011	8.8	24.4%	26.9	6.3%	197.1	-1.3%	344.3	33.6%	89.5	-0.2%	657.9	14.9%	666.7	15.0%
2012	7.6	-14.2%	26.7	-1.1%	175.9	-10.7%	618.5	79.6%	6.8	-92.4%	828.0	25.9%	835.5	25.3%
2013	6.6	-12.7%	23.8	-10.7%	173.9	-1.2%	658.4	6.4%	8.7	27.0%	864.8	4.4%	871.3	4.3%
2014	5.2	-21.0%	23.2	-2.6%	153.8	-11.6%	704.4	7.0%	7.3	-16.3%	888.6	2.8%	893.8	2.6%
2015	5.9	13.5%	31.4	35.5%	147.5	-4.1%	682.7	-3.1%	42.6	486.3%	904.2	1.8%	910.1	1.8%
2016	8.0	35.2%	35.7	13.5%	162.3	10.1%	725.0	6.2%	13.7	-67.8%	936.8	3.6%	944.7	3.8%
2017	5.4	-32.7%	32.6	-8.7%	149.3	-8.0%	724.9	0.0%	20.8	51.3%	927.5	-1.0%	932.9	-1.3%
2018	5.1	-4.4%	32.1	-1.4%	133.6	-10.5%	692.5	-4.5%	22.8	9.6%	881.1	-5.0%	886.2	-5.0%
2019	5.5	7.6%	26.8	-16.5%	132.4	-0.9%	681.4	-1.6%	2.2	-90.4%	842.8	-4.3%	848.3	-4.3%
2020	**5.6**	**1.6%**	**22.9**	**-14.5%**	**84.2**	**-36.4%**	**407.0**	**-40.3%**	**2.1**	**-4.3%**	**516.2**	**-38.7%**	**521.9**	**-38.5%**
2015-2019 Average*	6.0	-6.1%	31.7	-27.7%	145.0	-41.9%	701.3	-42.0%	20.4	-89.8%	898.5	-42.5%	904.5	-42.3%

* "% change" in this line compares the current year to the 5-year average

Recognizing that counts of victims of collisions could be impacted either positively or negatively by changing population statistics, involvement rates per 100,000 people in the general population in Manitoba is examined (see Table 5-2) to provide a standardized rate comparison. This accounts for changing population size instead of simply a raw count of the number of victims involved overall.

The victim involvement rate (per 100,000 people in the general population) in traffic collisions in 2020 (521.9) has decreased by nearly 39% compared to 2019 (848.3), and by 42% compared to the previous five year average (2015 to 2019 – 904.5).

Casualty involvement rates in traffic collisions in 2020 where a person:

- Is killed (5.6 in 2020) increased by 2% compared to 2019 but decreased by 6% compared to the previous five years;
- Is injured, including all levels of severity (but excluding killed; 516.2 in 2020), decreased by 39% compared to 2019 and by nearly 43% compared to the previous five years;
- Is seriously injured (22.9 in 2020) decreased by nearly 15% compared to 2019 and by 28% compared to the previous five years;
- Sustains minor injuries (84.2 in 2020) decreased by 36% compared to 2019 and by 42% compared to the previous five years;
- Sustains minimal injuries (407.0 in 2020) decreased by 40% compared to 2019 and by 42% compared to the previous five years; and,
- Sustains injuries that are unspecified in severity (“other injury”; 2.1 in 2020) decreased by 4% compared to 2019 and by 90% compared to the previous five years.

Figure 5-1 Historical Summary of Victim Involvement Rate in Traffic Collisions

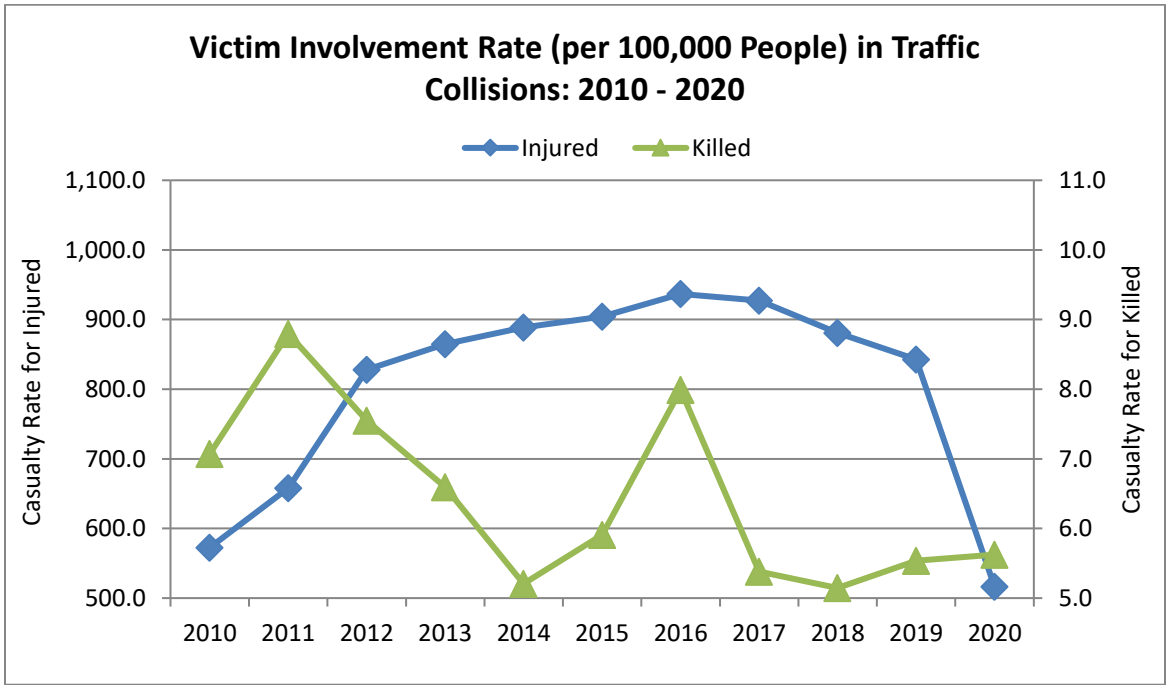


Table 5-3 Collision Victims by Month of Occurrence and Casualty Type

Table 5-3
Collision Victims by Month of Occurrence and Casualty Type: 2020

Month of Occurrence	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
January	5	6.4%	26	8.2%	154	13.2%	1,087	19.3%	3	10.3%	1,270	17.7%	**1,275**	17.6%
February	5	6.4%	27	8.5%	96	8.2%	601	10.6%	16	55.2%	740	10.3%	**745**	10.3%
March	4	5.1%	19	6.0%	98	8.4%	470	8.3%	1	3.4%	588	8.2%	**592**	8.2%
April	3	3.8%	12	3.8%	41	3.5%	144	2.6%	1	3.4%	198	2.8%	**201**	2.8%
May	4	5.1%	20	6.3%	77	6.6%	259	4.6%	3	10.3%	359	5.0%	**363**	5.0%
June	4	5.1%	41	12.9%	126	10.8%	432	7.7%	0	-	599	8.4%	**603**	8.3%
July	8	10.3%	41	12.9%	119	10.2%	441	7.8%	1	3.4%	602	8.4%	**610**	8.4%
August	14	17.9%	35	11.0%	124	10.6%	517	9.2%	1	3.4%	677	9.5%	**691**	9.5%
September	15	19.2%	30	9.4%	101	8.6%	440	7.8%	0	-	571	8.0%	**586**	8.1%
October	9	11.5%	24	7.5%	105	9.0%	502	8.9%	1	3.4%	632	8.8%	**641**	8.9%
November	3	3.8%	17	5.3%	61	5.2%	308	5.5%	1	3.4%	387	5.4%	**390**	5.4%
December	4	5.1%	26	8.2%	66	5.7%	444	7.9%	1	3.4%	537	7.5%	**541**	7.5%
Total	78	100%	318	100%	1,168	100%	5,645	100%	29	100%	7,160	100%	**7,238**	100%

Table 5-3a Collision Victims by Month of Occurrence and Casualty Type for Previous Five Years

Table 5-3a

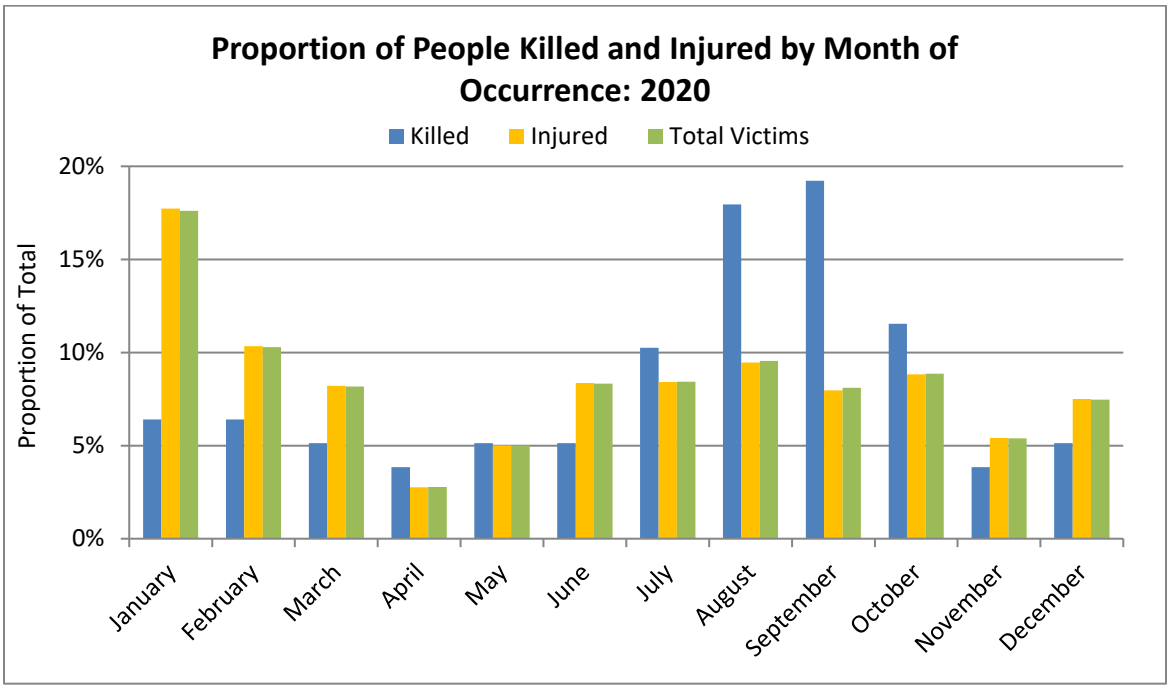
Collision Victims by Month of Occurrence and Casualty Type: 2015-2019 Average

Month of Occurrence	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
January	3	33	183	1,148	17	1,381	1,384	11.3%
February	4	30	163	998	25	1,216	1,220	10.0%
March	4	30	140	701	30	901	905	7.4%
April	6	30	112	568	16	726	732	6.0%
May	7	39	165	641	17	862	869	7.1%
June	8	37	164	653	22	877	885	7.2%
July	10	33	164	628	19	844	853	7.0%
August	9	35	168	670	24	897	907	7.4%
September	7	39	157	689	23	908	915	7.5%
October	9	48	187	814	19	1,068	1,077	8.8%
November	8	36	169	894	28	1,128	1,136	9.3%
December	5	37	186	1,063	33	1,318	1,323	10.8%
Total	81	428	1,956	9,467	274	12,125	12,206	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.

Victims in 2020 appear to follow a fairly typical distribution compared to past years in terms of month of occurrence. Winter months (January, February and December combined) account for a disproportionate number of traffic collision victims overall, both in 2020 (35% of all victims) and in the previous five year (2015 to 2019) annual average (32%). In 2020, the count of victims is lowest in April, May and November (3%, 5% and 5% of all victims, respectively), and is highest in January, February and August (18%, 10% and nearly 10% of all victims, respectively).

Figure 5-2 Proportion of People Killed and Injured by Month of Occurrence



In 2020, July, August, September and October account for the highest proportions of people killed (10%, 18%, 19% and nearly 12% of people killed, respectively) by month. This is similar to the previous five year (2015 to 2019) annual average, where the months of July, August and October account for the highest proportions of deaths.

Table 5-4 Collision Victims by Day of Occurrence and Casualty Type

Table 5-4
Collision Victims by Day of Occurrence and Casualty Type: 2020

Day of the Week	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Sunday	18	23.1%	60	18.9%	124	10.6%	500	8.9%	0	-	684	9.6%	**702**	9.7%
Monday	11	14.1%	36	11.3%	155	13.3%	774	13.7%	2	6.9%	967	13.5%	**978**	13.5%
Tuesday	6	7.7%	42	13.2%	166	14.2%	882	15.6%	6	20.7%	1,096	15.3%	**1,102**	15.2%
Wednesday	13	16.7%	46	14.5%	178	15.2%	895	15.9%	7	24.1%	1,126	15.7%	**1,139**	15.7%
Thursday	11	14.1%	45	14.2%	170	14.6%	976	17.3%	7	24.1%	1,198	16.7%	**1,209**	16.7%
Friday	9	11.5%	51	16.0%	221	18.9%	960	17.0%	5	17.2%	1,237	17.3%	**1,246**	17.2%
Saturday	10	12.8%	38	11.9%	154	13.2%	658	11.7%	2	6.9%	852	11.9%	**862**	11.9%
Total	78	100%	318	100%	1,168	100%	5,645	100%	29	100%	7,160	100%	**7,238**	100%

Table 5-4a Collision Victims by Day of Occurrence and Casualty Type for Previous Five Years

Table 5-4a

Collision Victims by Day of Occurrence and Casualty Type: 2015-2019 Average

Day of the Week	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Sunday	14	63	224	855	30	1,172	1,186	9.7%
Monday	10	58	269	1,316	41	1,684	1,694	13.9%
Tuesday	10	54	276	1,489	38	1,857	1,866	15.3%
Wednesday	10	58	288	1,499	44	1,889	1,899	15.6%
Thursday	9	62	299	1,541	41	1,943	1,952	16.0%
Friday	15	67	325	1,626	45	2,062	2,077	17.0%
Saturday	13	66	275	1,142	36	1,519	1,532	12.6%
Total	81	428	1,956	9,467	274	12,125	12,206	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.

In 2020, the victims involved in traffic collisions are lowest on Sunday (10%) and highest on Friday (17%). This is very similar to the previous five year (2015 to 2019) annual average.

Almost half (47%) of people were killed on the weekend (nearly 12% Friday; 13% Saturday; 23% Sunday) in 2020. This is slightly lower than the previous five year (2015 to 2019) annual average, where the weekend (Friday, Saturday, and Sunday) is when more people are killed (52% cumulatively).

Figure 5-3 Proportion of People Killed and Injured by Day of Occurrence

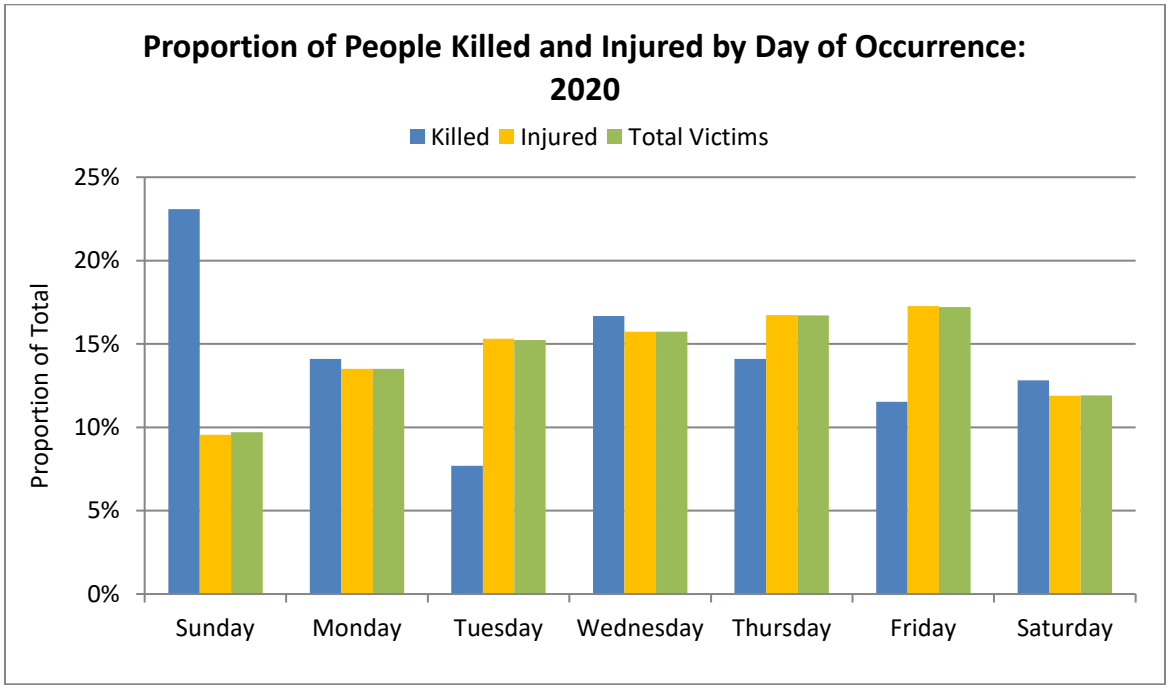


Table 5-5 Collision Victims by Time of Occurrence and Casualty Type

Table 5-5

Collision Victims by Time of Occurrence and Casualty Type: 2020

Time of the Day	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
00:00 - 02:59	6	7.7%	12	3.8%	33	2.8%	92	1.6%	0	-	137	1.9%	**143**	2.0%
03:00 - 05:59	8	10.3%	9	2.8%	23	2.0%	59	1.0%	0	-	91	1.3%	**99**	1.4%
06:00 - 08:59	6	7.7%	27	8.5%	125	10.7%	680	12.0%	6	20.7%	838	11.7%	**844**	11.7%
09:00 - 11:59	15	19.2%	48	15.1%	147	12.6%	755	13.4%	6	20.7%	956	13.4%	**971**	13.4%
12:00 - 14:59	8	10.3%	62	19.5%	241	20.6%	1,183	21.0%	7	24.1%	1,493	20.9%	**1,501**	20.7%
15:00 - 17:59	11	14.1%	74	23.3%	313	26.8%	1,671	29.6%	2	6.9%	2,060	28.8%	**2,071**	28.6%
18:00 - 20:59	15	19.2%	47	14.8%	180	15.4%	783	13.9%	5	17.2%	1,015	14.2%	**1,030**	14.2%
21:00 - 23:59	9	11.5%	35	11.0%	96	8.2%	404	7.2%	3	10.3%	538	7.5%	**547**	7.6%
Not Stated	0	-	4	1.3%	10	0.9%	18	0.3%	0	-	32	0.4%	**32**	0.4%
Total	78	100%	318	100%	1,168	100%	5,645	100%	29	100%	7,160	100%	**7,238**	100%

Table 5-5a Collision Victims by Time of Occurrence and Casualty Type for Previous Five Years

Table 5-5a

Collision Victims by Time of Occurrence and Casualty Type: 2015-2019 Average

Time of the Day	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
00:00 - 02:59	8	23	58	166	5	252	260	2.1%
03:00 - 05:59	4	13	35	89	2	139	143	1.2%
06:00 - 08:59	9	44	249	1,255	37	1,585	1,594	13.1%
09:00 - 11:59	11	60	258	1,300	42	1,660	1,671	13.7%
12:00 - 14:59	13	77	377	1,884	55	2,392	2,405	19.7%
15:00 - 17:59	13	102	500	2,803	72	3,477	3,490	28.6%
18:00 - 20:59	13	68	297	1,290	40	1,695	1,707	14.0%
21:00 - 23:59	11	40	174	660	19	893	904	7.4%
Not Stated	0	2	8	20	1	31	31	0.3%
Total	81	428	1,956	9,467	274	12,125	12,206	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.

People are most often killed and injured in traffic collisions between noon and 6 p.m. In 2020, 49% of all victims are involved in traffic collisions between 12:00 and 14:59 (21%) and between 15:00 to 17:59 (29%). This is consistent with the previous five year (2015 to 2019) annual average (12:00-14:59 – 20% of all victims; 15:00 to 17:59 – 29% of all victims).

In 2020, most people are killed between 9 a.m. and 9 p.m. (09:00-14:59 – nearly 30% of people killed, 15:00-20:59 – 33% killed). This is similar to the previous five year (2015 to 2019) annual average (09:00-14:59 – nearly 30% killed, 15:00-20:59 – 32% killed).

Figure 5-4 Proportion of People Killed and Injured by Time of Occurrence

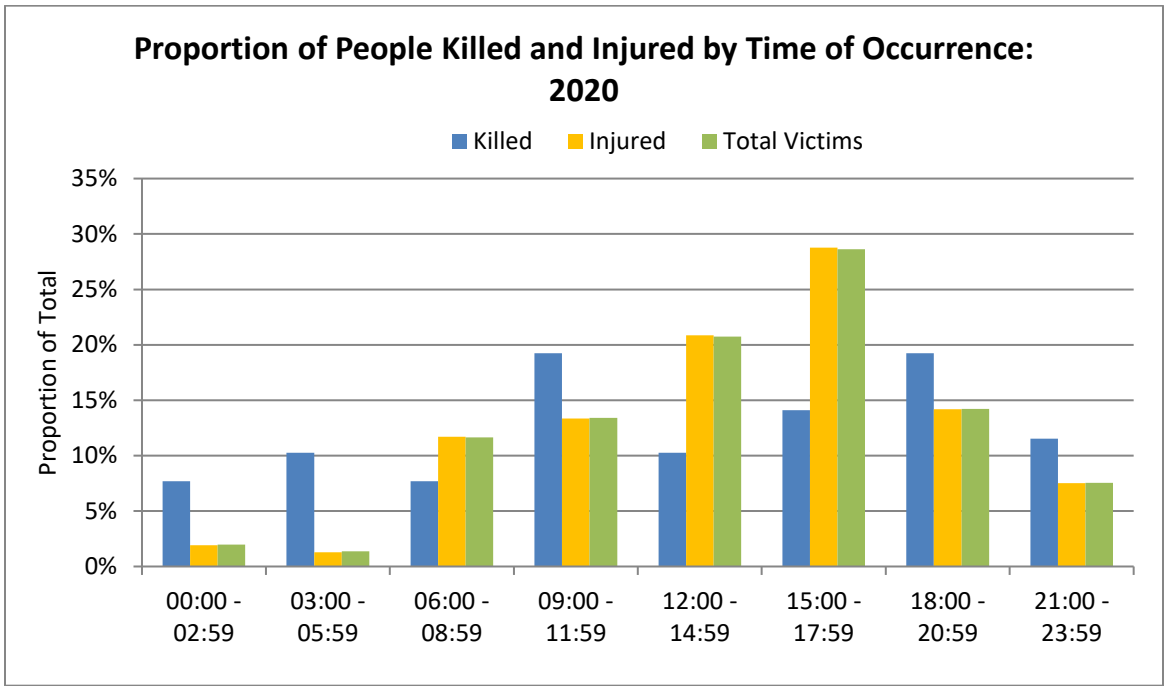


Table 5-6 Collision Victims by Gender and Casualty Type

Table 5-6

Collision Victims by Gender and Casualty Type: 2020

Gender	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Female	26	33.3%	156	51.5%	617	55.3%	3,189	58.3%	16	59.3%	3,978	57.5%	**4,004**	57.3%
Male	52	66.7%	147	48.5%	499	44.7%	2,278	41.7%	11	40.7%	2,935	42.5%	**2,987**	42.7%
Total	78	100%	303	100%	1,116	100%	5,467	100%	27	100%	6,913	100%	**6,991**	100%

Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Table 5-6a Collision Victims by Gender and Casualty Type for Previous Five Years

Table 5-6a

Collision Victims by Gender and Casualty Type: 2015-2019 Average

Gender	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Female	27	206	1,074	5,552	156	6,988	7,015	58.9%
Male	54	213	810	3,708	109	4,841	4,895	41.1%
Total	81	419	1,884	9,260	266	11,829	11,910	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.
Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

In 2020, women account for 57% of all casualties in traffic collisions, similar to the previous five year (2015 to 2019) annual average (59%). In 2020:

- Men account for a higher proportion of people killed (67%) than women, same as the previous five years when men accounted for 67% of victims killed;
- Women account for the majority of people injured (but not killed) overall (nearly 58%), similar to the previous five years (59%);
- Women account for about half of people seriously injured (nearly 52% compared to nearly 49% men), similar to the previous five years (49% women compared to 51% men); and,
- Women account for more people sustaining minor injuries (55%) and minimal injuries (58%) than men, similar to the previous five years (minor injuries – 57%; minimal injuries – 60%).

Figure 5-5 Proportion of People Killed and Injured by Gender and Casualty Type

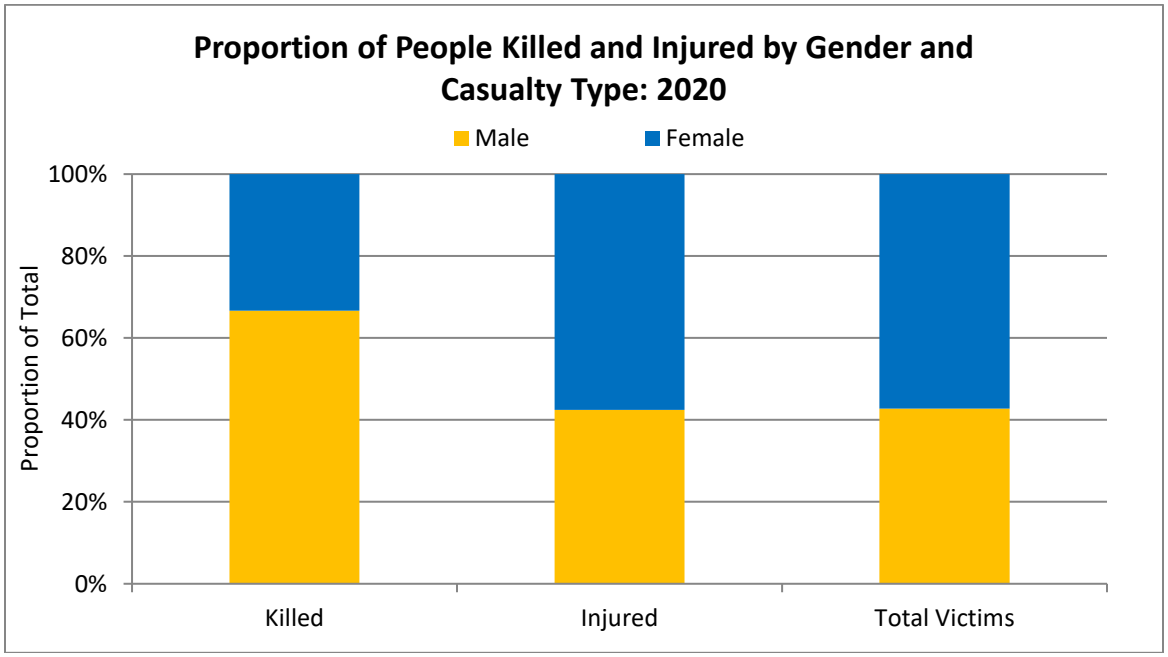


Table 5-7 Collision Victims by Age Group and Casualty Type

Table 5-7

Collision Victims by Age Group and Casualty Type: 2020

Age Group	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
0-4	0	-	0	-	27	2.4%	45	0.8%	0	-	72	1.0%	**72**	1.0%
5-9	1	1.3%	3	1.0%	16	1.4%	48	0.9%	0	-	67	1.0%	**68**	1.0%
10-14	1	1.3%	7	2.3%	27	2.4%	87	1.6%	0	-	121	1.8%	**122**	1.8%
15-19	12	15.4%	20	6.7%	106	9.6%	314	5.8%	2	7.4%	442	6.4%	**454**	6.5%
20-24	9	11.5%	32	10.7%	109	9.8%	503	9.2%	2	7.4%	646	9.4%	**655**	9.4%
25-34	17	21.8%	35	11.7%	220	19.8%	1,138	20.9%	3	11.1%	1,396	20.3%	**1,413**	20.3%
35-44	7	9.0%	41	13.7%	175	15.8%	1,118	20.5%	3	11.1%	1,337	19.4%	**1,344**	19.3%
45-54	8	10.3%	41	13.7%	174	15.7%	961	17.6%	7	25.9%	1,183	17.2%	**1,191**	17.1%
55-64	12	15.4%	52	17.4%	138	12.4%	746	13.7%	4	14.8%	940	13.6%	**952**	13.7%
65+	11	14.1%	68	22.7%	117	10.6%	498	9.1%	6	22.2%	689	10.0%	**700**	10.0%
Not Stated	0	-	4	-	7	-	9	-	0	-	20	-	**20**	-
Total	78	100%	303	100%	1,116	100%	5,467	100%	27	100%	6,913	100%	**6,991**	100%

*Percentage of the total does not include the "not stated" category.
Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Table 5-7a Collision Victims by Age Group and Casualty Type for Previous Five Years

Table 5-7a

Collision Victims by Age Group and Casualty Type: 2015-2019 Average

Age Group	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
0-4	<1	8	38	109	2	157	157	1.3%
5-9	1	9	41	119	5	173	174	1.5%
10-14	2	6	42	143	4	196	198	1.7%
15-19	7	40	186	540	16	782	789	6.6%
20-24	9	45	222	923	24	1,215	1,223	10.3%
25-34	14	68	361	1,935	64	2,427	2,442	20.6%
35-44	12	59	301	1,853	47	2,260	2,271	19.1%
45-54	13	59	281	1,661	46	2,048	2,061	17.3%
55-64	10	53	222	1,201	34	1,509	1,518	12.8%
65+	13	72	184	754	22	1,032	1,045	8.8%
Not Stated	-	2	6	23	<1	31	30	-
Total	81	419	1,884	9,260	266	11,829	11,910	100%

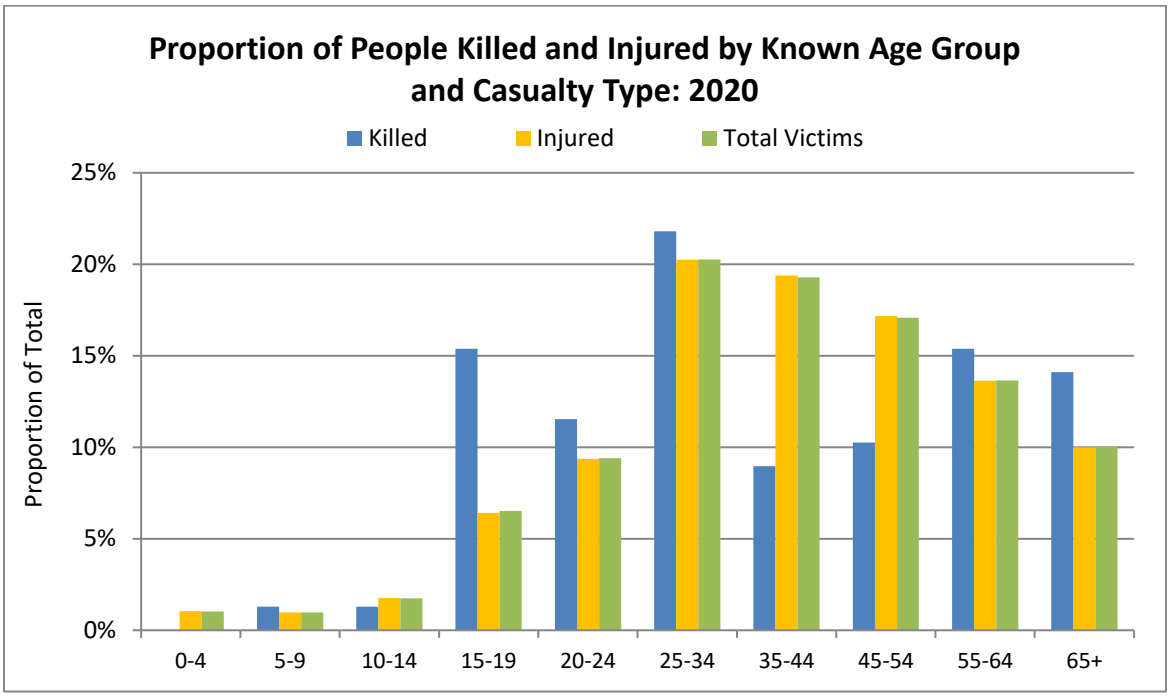
*Percentage of the total does not include the "not stated" category.
Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.
Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Victims aged 25 to 34 account for the highest proportion of casualties in 2020 (20% of all casualties; 22% of people killed; 12% of people seriously injured), followed by those aged 35 to 44 (19% of all casualties; 9% of people killed; 14% of people seriously injured) and those age 45 to 54 (17% of all casualties; 10% of people killed; 14% of people seriously injured). Victims aged 15 to 19 account for nearly 7% of all casualties while those aged 20 to 24 account for 9%.

The proportion of victims by age group in 2020 is very similar to what it has been in the previous five year (2015 to 2019) annual average. In the previous five years, victims aged 25 to 34 (21% of all victims) account for the largest group, followed by victims aged 35 to 44 (19% of all victims) and those aged 45 to 54 (17% of all victims). Victims aged 15 to 19 and 20 to 24 account for 7% and 10% of all victims in the five year period (2015 to 2019), respectively.

In 2020, almost half (49%) of all people killed are between the ages of 15 and 34 (15% aged 15-19; nearly 12% aged 20-24; 22% aged 25-34), 19% are aged 35 to 54, and nearly 30% are aged 55 and older. In the previous five year (2015 to 2019) annual average, 37% of people killed are aged 15 to 34, 30% are aged 35 to 54, and 28% are aged 55 and older.

Figure 5-6 Proportion of People Killed and Injured by Age Group and Casualty Type



In 2020, people aged 25 to 34 make up the largest group of people killed in traffic collisions (22%), followed by those aged 15 to 19 (15%) and 55 to 64 (15%).

NOTE: For a detailed count of collision victims for 2020 and the previous five year (2015 to 2019) annual average by age and gender combined, please refer to "*Table 5-8 Collision Victims by Age Group, Casualty Type, and Gender*" and "*Table 5-8a Collision Victims by Age Group, Casualty Type, and Gender for Previous Five Years*" on the following pages.

Table 5-8 Collision Victims by Age Group, Casualty Type, and Gender

Table 5-8

Collision Victims by Gender and Age Group and Casualty Type: 2020

Age Group		2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Female	0-4	0	-	0	-	13	2.1%	16	0.5%	0	-	29	0.7%	**29**	0.7%
	5-9	1	3.8%	0	-	6	1.0%	20	0.6%	0	-	26	0.7%	**27**	0.7%
	10-14	1	3.8%	6	3.9%	15	2.4%	59	1.9%	0	-	80	2.0%	**81**	2.0%
	15-19	4	15.4%	8	5.2%	65	10.6%	187	5.9%	2	12.5%	262	6.6%	**266**	6.7%
	20-24	4	15.4%	13	8.4%	56	9.1%	287	9.0%	0	-	356	9.0%	**360**	9.0%
	25-34	9	34.6%	23	14.9%	124	20.2%	658	20.7%	2	12.5%	807	20.3%	**816**	20.4%
	35-44	1	3.8%	25	16.2%	104	17.0%	653	20.5%	1	6.3%	783	19.7%	**784**	19.6%
	45-54	0	-	19	12.3%	102	16.6%	570	17.9%	5	31.3%	696	17.5%	**696**	17.4%
	55-64	4	15.4%	25	16.2%	64	10.4%	447	14.0%	3	18.8%	539	13.6%	**543**	13.6%
	65+	2	7.7%	35	22.7%	64	10.4%	287	9.0%	3	18.8%	389	9.8%	**391**	9.8%
	Not Stated	0	-	2	-	4	-	5	-	0	-	11	-	**11**	-
	Total Female	**26**	**100%**	**156**	**100%**	**617**	**100%**	**3,189**	**100%**	**16**	**100%**	**3,978**	**100%**	**4,004**	100%
Male	0-4	0	-	0	-	14	2.8%	29	1.3%	0	-	43	1.5%	**43**	1.4%
	5-9	0	-	3	2.1%	10	2.0%	28	1.2%	0	-	41	1.4%	**41**	1.4%
	10-14	0	-	1	0.7%	12	2.4%	28	1.2%	0	-	41	1.4%	**41**	1.4%
	15-19	8	15.4%	12	8.3%	41	8.3%	127	5.6%	0	-	180	6.2%	**188**	6.3%
	20-24	5	9.6%	19	13.1%	53	10.7%	216	9.5%	2	18.2%	290	9.9%	**295**	9.9%
	25-34	8	15.4%	12	8.3%	96	19.4%	480	21.1%	1	9.1%	589	20.1%	**597**	20.0%
	35-44	6	11.5%	16	11.0%	71	14.3%	465	20.4%	2	18.2%	554	18.9%	**560**	18.8%
	45-54	8	15.4%	22	15.2%	72	14.5%	391	17.2%	2	18.2%	487	16.6%	**495**	16.6%
	55-64	8	15.4%	27	18.6%	74	14.9%	299	13.1%	1	9.1%	401	13.7%	**409**	13.7%
	65+	9	17.3%	33	22.8%	53	10.7%	211	9.3%	3	27.3%	300	10.3%	**309**	10.4%
	Not Stated	0	-	2	-	3	-	4	-	0	-	9	-	**9**	-
	Total Male	**52**	**100%**	**147**	**100%**	**499**	**100%**	**2,278**	**100%**	**11**	**100%**	**2,935**	**100%**	**2,987**	100%

*Percentage of the total does not include the "not stated" category.

Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Table 5-8a Collision Victims by Age Group, Casualty Type, and Gender for Previous Five Years

Table 5-8a

Collision Victims by Gender and Age Group and Casualty Type: 2015-2019 Average

Age Group		2015-2019 Average Count of Victims							
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Female	0-4	<1	5	17	58	1	81	82	1.2%
	5-9	<1	5	19	64	2	89	89	1.3%
	10-14	<1	3	24	83	3	113	114	1.6%
	15-19	2	22	116	327	9	475	476	6.8%
	20-24	3	21	129	562	14	727	730	10.4%
	25-34	5	31	215	1,156	38	1,440	1,445	20.6%
	35-44	3	31	172	1,107	28	1,337	1,341	19.2%
	45-54	4	27	159	1,019	26	1,232	1,236	17.7%
	55-64	2	25	121	714	23	883	885	12.7%
	65+	6	35	98	446	13	593	599	8.6%
	Not Stated	-	<1	3	15	-	19	19	-
	Total Female	27	206	1,074	5,552	156	6,988	7,015	100%
Male	0-4	-	3	21	50	1	76	76	1.6%
	5-9	<1	4	22	55	3	84	85	1.7%
	10-14	1	3	18	60	2	83	84	1.7%
	15-19	5	18	70	213	7	308	313	6.4%
	20-24	6	24	93	361	10	488	494	10.1%
	25-34	10	37	146	778	26	988	997	20.4%
	35-44	9	28	129	746	19	922	931	19.1%
	45-54	9	32	122	642	19	816	824	16.9%
	55-64	7	28	100	486	11	626	633	13.0%
	65+	7	36	86	308	9	439	446	9.1%
	Not Stated	-	1	3	8	<1	12	12	-
	Total Male	54	213	810	3,708	109	4,841	4,895	100%

*Percentage of the total does not include the "not stated" category.
Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.
Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Table 5-9 Victim Involvement Rate (per 100,000 people) by Gender and Age Group and Casualty Type

Table 5-9

Victim Involvement Rate (per 100,000 people) by Gender and Age Group and Casualty Type: 2020, 2015-2019 Average

Age Group		2020 Casualty Type						**2020 Total Victims**	2015-2019 Average Victim Involvement Rate						
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims
Female	0-4	-	-	30.9	38.1	-	69.0	**69.0**	1.4	11.1	40.5	140.7	2.9	195.1	196.6
	5-9	2.3	-	13.9	46.3	-	60.1	**62.5**	0.9	10.8	43.8	150.6	3.8	208.9	209.9
	10-14	2.3	13.9	34.8	137.1	-	185.8	**188.2**	2.0	7.5	59.7	207.4	6.5	281.0	283.0
	15-19	10.0	20.1	163.2	469.4	5.0	657.7	**667.8**	4.4	54.6	283.4	796.5	22.9	1,157.4	1,161.8
	20-24	9.2	30.0	129.3	662.8	-	822.2	**831.4**	6.5	45.7	281.9	1,224.2	30.9	1,582.8	1,589.3
	25-34	9.1	23.3	125.6	666.6	2.0	817.6	**826.7**	5.0	32.7	224.7	1,210.6	39.4	1,507.3	1,512.3
	35-44	1.1	27.0	112.4	705.5	1.1	845.9	**847.0**	3.7	35.7	196.1	1,264.9	32.0	1,528.7	1,532.4
	45-54	-	22.8	122.4	683.7	6.0	834.9	**834.9**	4.6	31.6	183.9	1,175.5	30.5	1,421.4	1,426.0
	55-64	4.5	28.2	72.3	505.1	3.4	609.0	**613.5**	2.6	28.8	142.1	836.5	26.5	1,033.9	1,036.5
	65+	1.6	28.4	51.9	232.7	2.4	315.4	**317.0**	10.6	62.6	174.0	788.5	22.6	1,047.7	1,058.3
	Total Female	**3.7**	**22.4**	**88.4**	**456.9**	**2.3**	**570.0**	**573.7**	3.9	30.3	158.1	817.2	23.0	1,028.6	1,032.5
Male	0-4	-	-	31.8	65.9	-	97.7	**97.7**	-	7.3	48.5	113.8	2.7	172.3	172.3
	5-9	-	6.5	21.8	61.0	-	89.3	**89.3**	1.3	9.0	49.5	123.7	7.6	189.8	191.1
	10-14	-	2.2	26.7	62.3	-	91.2	**91.2**	2.4	7.1	43.5	141.4	4.3	196.3	198.6
	15-19	19.0	28.4	97.1	300.9	-	426.5	**445.4**	11.9	40.2	159.0	487.6	16.0	702.8	714.7
	20-24	10.9	41.4	115.4	470.2	4.4	631.3	**642.2**	11.5	49.4	190.9	743.3	20.2	1,003.7	1,015.2
	25-34	8.1	12.2	97.8	488.9	1.0	599.9	**608.1**	10.1	38.5	153.9	819.5	27.8	1,039.7	1,049.8
	35-44	6.5	17.4	77.2	505.6	2.2	602.3	**608.8**	9.9	31.7	148.0	855.9	22.3	1,057.8	1,067.7
	45-54	9.5	26.1	85.4	463.7	2.4	577.5	**587.0**	10.1	36.7	139.8	736.0	22.2	934.7	944.8
	55-64	9.1	30.6	83.8	338.4	1.1	453.9	**463.0**	8.7	32.9	117.8	571.6	13.4	735.8	744.5
	65+	8.7	32.0	51.4	204.5	2.9	290.7	**299.4**	15.5	78.4	185.2	662.9	19.4	945.9	961.4
	Total Male	**7.5**	**21.3**	**72.4**	**330.6**	**1.6**	**426.0**	**433.5**	8.1	31.8	120.8	553.0	16.3	721.9	730.0

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.
Note: Some victims do not have age and gender recorded and are therefore missing from the table above.

Overall, women have higher victim involvement rates than men. The involvement rate for females in all traffic collisions in 2020 is 573.7, while for males it is 433.5 (per 100,000 people). Similarly, in the previous five year (2015 to 2019) annual average, women have a higher involvement rate than men (women 1,032.5; men 730.0). However, men have higher involvement rates than women when it comes to being killed.

People aged 20 to 24 and 35 to 44 have the highest victim involvement rates (per 100,000 people) overall in 2020.

- Children under age 15 – rate of 99.6
- People aged 15 to 19 – rate of 553.4
- People aged 20 to 24 – rate of 734.0
- People aged 25 to 34 – rate of 717.7
- People aged 35 to 44 – rate of 728.3
- People aged 45 to 54 – rate of 710.2
- People aged 55 and older – rate of 409.5

In 2020, women aged 35 to 44 have the highest victim involvement rate of any age-gender group (847.0 per 100,000 people) followed by women aged 45 to 54 (834.9) and women aged 20 to 24 (831.4). While the victim involvement rates for men is lower than women in 2020, men aged 20 to 24 have the highest rate among male age groups (642.2 per 100,000 people) followed by men aged 35 to 44 (608.8) and men aged 25 to 34 (608.1).

The overall victim involvement rates in 2020 are lower than the rates in the previous five year (2015 to 2019) annual average. When compared to the previous five years, in 2020:

- Victim involvement rates for women decreased by 44% overall. The rate for women killed decreased by 6% and seriously injured decreased by 26%.
- Victim involvement rates for men decreased by 41% overall. The rate for men killed decreased by 6% and seriously injured decreased by 33%.

Table 5-10 Collision Victims by Road User Class and Age Group

Table 5-10

Collision Victims by Road User Class and Age Group and Casualty Type: 2020

Age Group		2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Driver	0-4	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	5-9	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	10-14	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	15-19	9	20.9%	11	5.9%	73	9.5%	201	4.6%	2	9.1%	287	5.3%	**296**	5.4%
	20-24	7	16.3%	18	9.6%	85	11.0%	398	9.0%	2	9.1%	503	9.3%	**510**	9.4%
	25-34	6	14.0%	25	13.3%	159	20.6%	961	21.8%	3	13.6%	1,148	21.3%	**1,154**	21.2%
	35-44	5	11.6%	28	14.9%	134	17.4%	991	22.5%	3	13.6%	1,156	21.4%	**1,161**	21.4%
	45-54	3	7.0%	32	17.0%	125	16.2%	835	18.9%	6	27.3%	998	18.5%	**1,001**	18.4%
	55-64	5	11.6%	24	12.8%	106	13.8%	625	14.2%	3	13.6%	758	14.1%	**763**	14.0%
	65+	8	18.6%	50	26.6%	88	11.4%	403	9.1%	3	13.6%	544	10.1%	**552**	10.2%
	Not Stated	0	-	0	-	1	-	1	-	0	-	2	-	**2**	-
	Total Drivers*	**43**	**100%**	**188**	**100%**	**771**	**100%**	**4,415**	**100%**	**22**	**100%**	**5,396**	**100%**	**5,439**	100%
Passenger	0-4	0	-	0	-	23	9.6%	58	5.6%	0	-	81	6.0%	**81**	6.0%
	5-9	1	7.7%	2	3.2%	13	5.4%	56	5.4%	0	-	71	5.3%	**72**	5.3%
	10-14	1	7.7%	6	9.7%	25	10.5%	94	9.1%	0	-	125	9.3%	**126**	9.3%
	15-19	2	15.4%	7	11.3%	30	12.6%	116	11.2%	0	-	153	11.4%	**155**	11.5%
	20-24	1	7.7%	9	14.5%	17	7.1%	102	9.9%	1	33.3%	129	9.6%	**130**	9.6%
	25-34	5	38.5%	7	11.3%	39	16.3%	179	17.3%	0	-	225	16.8%	**230**	17.0%
	35-44	0	-	7	11.3%	29	12.1%	117	11.3%	0	-	153	11.4%	**153**	11.3%
	45-54	2	15.4%	4	6.5%	24	10.0%	114	11.0%	0	-	142	10.6%	**144**	10.7%
	55-64	0	-	12	19.4%	16	6.7%	107	10.3%	1	33.3%	136	10.2%	**136**	10.1%
	65+	1	7.7%	8	12.9%	23	9.6%	92	8.9%	1	33.3%	124	9.3%	**125**	9.2%
	Not Stated	0	-	6	-	18	-	55	-	0	-	79	-	**79**	-
	Total Passengers*	**13**	**100%**	**68**	**100%**	**257**	**100%**	**1,090**	**100%**	**3**	**100%**	**1,418**	**100%**	**1,431**	100%

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Age Group		2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Motorcyclist	0-4	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	5-9	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	10-14	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	15-19	0	-	0	-	1	2.4%	1	2.4%	0	-	2	1.8%	**2**	1.7%
	20-24	0	-	2	6.7%	2	4.8%	3	7.1%	0	-	7	6.1%	**7**	5.8%
	25-34	1	14.3%	1	3.3%	12	28.6%	6	14.3%	0	-	19	16.7%	**20**	16.5%
	35-44	1	14.3%	6	20.0%	2	4.8%	7	16.7%	0	-	15	13.2%	**16**	13.2%
	45-54	0	-	3	10.0%	15	35.7%	7	16.7%	0	-	25	21.9%	**25**	20.7%
	55-64	4	57.1%	11	36.7%	7	16.7%	13	31.0%	0	-	31	27.2%	**35**	28.9%
	65+	1	14.3%	7	23.3%	3	7.1%	5	11.9%	0	-	15	13.2%	**16**	13.2%
	Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	Total Motorcyclists*	**7**	**100%**	**30**	**100%**	**42**	**100%**	**42**	**100%**	**0**	**0%**	**114**	**100%**	**121**	100%
Moped	0-4	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	5-9	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	10-14	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	15-19	0	-	1	33.3%	0	-	0	-	0	-	1	20.0%	**1**	20.0%
	20-24	0	-	1	33.3%	0	-	0	-	0	-	1	20.0%	**1**	20.0%
	25-34	0	-	0	-	1	100.0%	0	-	0	-	1	20.0%	**1**	20.0%
	35-44	0	-	0	-	0	-	1	100.0%	0	-	1	20.0%	**1**	20.0%
	45-54	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	55-64	0	-	1	33.3%	0	-	0	-	0	-	1	20.0%	**1**	20.0%
	65+	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	Total Moped*	**0**	**0%**	**3**	**100%**	**1**	**100%**	**1**	**100%**	**0**	**0%**	**5**	**100%**	**5**	100%

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	Age Group	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Bicyclist	0-4	0	-	0	-	2	6.3%	4	10.0%	0	-	6	7.7%	**6**	7.5%
	5-9	0	-	0	-	2	6.3%	0	-	0	-	2	2.6%	**2**	2.5%
	10-14	0	-	0	-	3	9.4%	1	2.5%	0	-	4	5.1%	**4**	5.0%
	15-19	0	-	0	-	6	18.8%	4	10.0%	0	-	10	12.8%	**10**	12.5%
	20-24	0	-	0	-	4	12.5%	7	17.5%	0	-	11	14.1%	**11**	13.8%
	25-34	0	-	0	-	5	15.6%	6	15.0%	0	-	11	14.1%	**11**	13.8%
	35-44	0	-	1	16.7%	5	15.6%	4	10.0%	0	-	10	12.8%	**10**	12.5%
	45-54	1	50.0%	0	-	1	3.1%	9	22.5%	0	-	10	12.8%	**11**	13.8%
	55-64	1	50.0%	4	66.7%	4	12.5%	3	7.5%	0	-	11	14.1%	**12**	15.0%
	65+	0	-	1	16.7%	0	-	2	5.0%	0	-	3	3.8%	**3**	3.8%
	Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	Total Bicyclists*	**2**	**100%**	**6**	**100%**	**32**	**100%**	**40**	**100%**	**0**	**0%**	**78**	**100%**	**80**	100%
Pedestrian	0-4	0	-	0	-	2	3.8%	1	3.3%	0	-	3	2.8%	**3**	2.5%
	5-9	0	-	1	4.8%	2	3.8%	0	-	0	-	3	2.8%	**3**	2.5%
	10-14	0	-	1	4.8%	1	1.9%	0	-	0	-	2	1.9%	**2**	1.7%
	15-19	1	7.7%	2	9.5%	4	7.7%	2	6.7%	0	-	8	7.5%	**9**	7.6%
	20-24	1	7.7%	4	19.0%	5	9.6%	3	10.0%	0	-	12	11.3%	**13**	10.9%
	25-34	5	38.5%	1	4.8%	9	17.3%	6	20.0%	0	-	16	15.1%	**21**	17.6%
	35-44	1	7.7%	4	19.0%	6	11.5%	6	20.0%	0	-	16	15.1%	**17**	14.3%
	45-54	2	15.4%	3	14.3%	10	19.2%	6	20.0%	1	33.3%	20	18.9%	**22**	18.5%
	55-64	2	15.4%	2	9.5%	7	13.5%	4	13.3%	0	-	13	12.3%	**15**	12.6%
	65+	1	7.7%	3	14.3%	6	11.5%	2	6.7%	2	66.7%	13	12.3%	**14**	11.8%
	Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
	Total Pedestrians*	**13**	**100%**	**21**	**100%**	**52**	**100%**	**30**	**100%**	**3**	**100%**	**106**	**100%**	**119**	100%

*Percentage of the total does not include the "not stated" category.

Note: Counts for “Motorcyclist”, “Bicyclist” and “Moped” include passengers on those vehicle types.

Note: In 2020, there are 7 victims in the class "Riding/hanging on" (i.e., not in the passenger compartment) who are not included in Table 5-10. This includes 1 person with serious injuries, 3 with minor injuries and 3 with minimal injuries.

Note: Some victims do not have their position in the vehicle recorded and are therefore missing from the table above. This includes 36 injured people (1 serious, 10 minor, 24 minimal and 1 other injuries).

Table 5-10a Victims by Road User Class and Age Group and Casualty Type for Previous Five Years

Table 5-10a

Collision Victims by Road User Class and Age Group and Casualty Type: 2015-2019 Average

Age Group		2015-2019 Average Count of Victims							
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Driver	0-4	-	-	-	1	-	1	1	<0.1%
	5-9	-	-	-	<1	-	<1	<1	<0.1%
	10-14	<1	<1	<1	<1	<1	1	1	<0.1%
	15-19	4	23	116	369	10	518	522	5.7%
	20-24	4	28	156	758	19	960	964	10.5%
	25-34	8	45	274	1,635	51	2,005	2,013	22.0%
	35-44	6	39	226	1,605	39	1,909	1,915	20.9%
	45-54	7	38	210	1,420	37	1,705	1,713	18.7%
	55-64	6	34	161	1,014	23	1,233	1,239	13.5%
	65+	8	46	126	601	17	790	798	8.7%
	Not Stated	-	-	<1	3	-	3	3	-
	Total Drivers*	44	253	1,270	7,407	196	9,126	9,170	100%
Passenger	0-4	<1	10	42	117	2	171	172	7.2%
	5-9	<1	7	37	118	4	166	167	7.0%
	10-14	1	4	38	146	4	192	193	8.1%
	15-19	1	13	59	168	5	245	246	10.3%
	20-24	2	11	49	152	4	216	218	9.1%
	25-34	3	14	62	275	10	362	365	15.2%
	35-44	2	11	52	230	6	300	302	12.6%
	45-54	2	11	48	221	7	286	289	12.1%
	55-64	1	9	40	166	7	222	223	9.3%
	65+	2	17	47	148	3	215	217	9.1%
	Not Stated	-	2	22	77	1	102	102	-
	Total Passengers*	17	108	496	1,819	54	2,476	2,493	100%
Motorcyclist	0-4	-	-	-	-	-	-	-	-
	5-9	-	-	-	-	-	-	-	-
	10-14	-	-	<1	-	-	<1	<1	0.1%
	15-19	<1	1	2	2	-	5	5	4.0%
	20-24	<1	3	5	6	<1	15	15	11.0%
	25-34	<1	5	7	11	<1	24	24	18.1%
	35-44	<1	3	7	9	-	19	19	14.3%
	45-54	1	6	10	14	<1	30	31	23.0%
	55-64	1	6	11	12	-	29	30	22.1%
	65+	<1	3	4	3	-	9	10	7.3%
	Not Stated	-	<1	-	<1	-	<1	<1	-
	Total Motorcyclists*	5	27	46	56	1	130	135	100%

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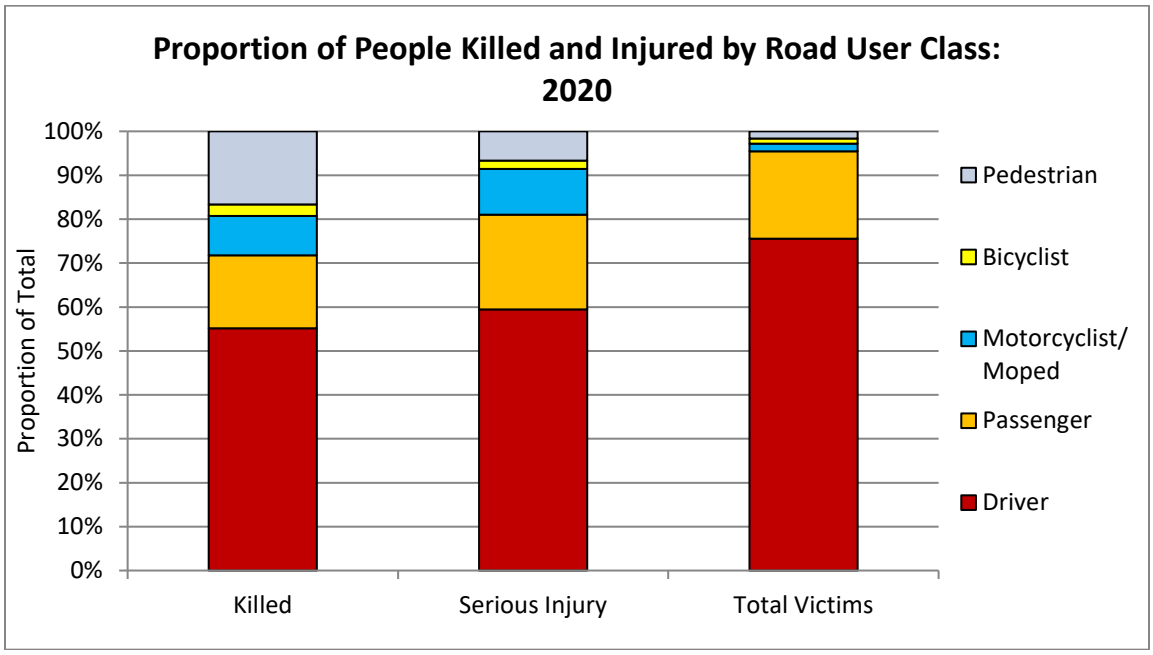
Age Group		2015-2019 Average Count of Victims							
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Moped	0-4	-	-	-	-	-	-	-	-
	5-9	-	-	-	-	-	-	-	-
	10-14	-	-	-	-	-	-	-	-
	15-19	-	-	<1	<1	-	<1	<1	3.4%
	20-24	-	-	<1	<1	-	<1	<1	5.2%
	25-34	-	<1	1	2	-	3	3	27.6%
	35-44	-	<1	1	<1	-	2	2	20.7%
	45-54	-	<1	1	1	-	3	3	24.1%
	55-64	-	<1	<1	1	-	1	1	12.1%
	65+	-	<1	<1	<1	<1	<1	<1	6.9%
	Not Stated	-	-	-	-	-	-	-	-
	Total Moped*	-	1	5	6	<1	12	12	100%
Bicyclist	0-4	-	<1	2	3	1	7	7	6.7%
	5-9	-	<1	<1	<1	-	1	1	1.4%
	10-14	<1	<1	3	2	<1	6	6	6.3%
	15-19	<1	<1	4	3	<1	8	8	8.5%
	20-24	-	<1	6	4	<1	11	11	11.1%
	25-34	-	2	7	10	1	19	19	19.0%
	35-44	<1	1	6	7	1	16	16	16.1%
	45-54	<1	1	6	6	2	15	15	15.3%
	55-64	<1	1	4	4	<1	10	11	10.7%
	65+	<1	1	2	1	<1	5	5	5.0%
	Not Stated	-	-	<1	-	-	<1	<1	-
	Total Bicyclists*	2	10	40	41	7	98	99	100%
Pedestrian	0-4	<1	<1	2	2	<1	5	5	3.0%
	5-9	<1	1	2	<1	<1	5	5	2.7%
	10-14	-	1	4	1	-	7	7	3.8%
	15-19	<1	2	6	4	<1	13	14	7.9%
	20-24	2	3	8	5	1	17	19	10.8%
	25-34	2	3	14	9	2	28	30	17.3%
	35-44	3	4	10	9	1	25	27	15.7%
	45-54	<1	3	8	8	1	21	22	12.5%
	55-64	2	2	8	8	3	21	23	13.0%
	65+	2	5	8	7	1	21	23	13.4%
	Not Stated	-	<1	2	3	2	8	8	-
	Total Pedestrians*	13	27	74	57	12	170	183	100%

*Percentage of the total does not include the "not stated" category.
Note: Counts for “Motorcyclist”, “Bicyclist” and “Moped” include passengers on those vehicle types.
Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.
Note: In 2015-2019, there is an average of 32 victims in the class “Riding/Hanging On”. There is also an average of 82 victims whose Road User Class cannot be determined. These victims are not included in Table 5-10a.

In 2020, “Drivers” account for nearly 76% of all casualties and motor vehicle “Passengers” account for 20%. “Motorcyclists” and “Moped” riders combined account for 2% of all casualties while “Bicyclists” account for 1% and “Pedestrians” account for 2%. In 2020, “Pedestrians” account for 17% of people killed in traffic collisions.

Figure 5-7 Proportion of People Killed and Injured by Road User Class



Considering people killed and seriously injured in Manitoba traffic collisions in 2020:

- Drivers account for the largest proportion of people killed (55%) and seriously injured (59%);
- Passengers account for 17% of people killed and nearly 22% of people seriously injured;
- Pedestrians account for 17% of people killed and 7% of people seriously injured;
- Motorcyclists (including motorcycle and moped riders, combined) account for 9% of people killed and 10% of people seriously injured; and,
- Bicyclists account for 3% of people killed and 2% of people seriously injured.

Vulnerable road users (pedestrians, motorcyclists/moped riders, and bicyclists) account for a much higher proportion of people killed and seriously injured than they do for people sustaining only minor or minimal injuries.

- Pedestrians account for 17% of people killed and 7% of people seriously injured, but only 2% of all victims in 2020.
- Motorcyclists and moped riders account for 9% of people killed and 10% of people seriously injured, but only 2% of all victims in 2020.
- Bicyclists account for 3% of people killed and 2% of people seriously injured, but only 1% of all victims in 2020.

Table 5-11 Collision Victims by Collision Type and Casualty Type

Table 5-11
Collision Victims by Collision Type and Casualty Type: 2020

Collision Type	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Collision with pedestrian	3	3.8%	8	2.5%	14	1.2%	17	0.3%	3	10.3%	42	0.6%	**45**	0.6%
Collision with other motor vehicle	43	55.1%	191	60.1%	871	74.6%	4,740	84.0%	20	69.0%	5,822	81.3%	**5,865**	81.0%
Collisions with train	1	1.3%	0	-	0	-	1	<0.1%	0	-	1	<0.1%	**2**	<0.1%
Collision with motorcycle	1	1.3%	1	0.3%	2	0.2%	4	<0.1%	0	-	7	<0.1%	**8**	0.1%
Collision with animal drawn vehicle	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
Collision with bicycle	0	-	3	0.9%	16	1.4%	19	0.3%	0	-	38	0.5%	**38**	0.5%
Collision with animal	0	-	8	2.5%	37	3.2%	314	5.6%	1	3.4%	360	5.0%	**360**	5.0%
Collision with fixed object	11	14.1%	71	22.3%	165	14.1%	395	7.0%	3	10.3%	634	8.9%	**645**	8.9%
Collision with other object	17	21.8%	33	10.4%	48	4.1%	112	2.0%	2	6.9%	195	2.7%	**212**	2.9%
Overturned in roadway	1	1.3%	1	0.3%	4	0.3%	2	<0.1%	0	-	7	<0.1%	**8**	0.1%
Ran off roadway	1	1.3%	0	-	0	-	0	-	0	-	0	-	**1**	<0.1%
Collision with moped	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
Other non-collision	0	-	2	0.6%	11	0.9%	41	0.7%	0	-	54	0.8%	**54**	0.7%
Total	78	100%	318	100%	1,168	100%	5,645	100%	29	100%	7,160	100%	**7,238**	100%

Table 5-11a Collision Victims by Collision Type and Casualty Type for Previous Five Years

Table 5-11a

Collision Victims by Collision Type and Casualty Type: 2015-2019 Average

Collision Type	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Collision with pedestrian	3	11	33	28	7	79	82	0.7%
Collision with other motor vehicle	44	258	1,453	8,174	222	10,106	10,150	83.2%
Collisions with train	<1	<1	<1	<1	-	2	2	<0.1%
Collision with motorcycle	<1	2	3	4	<1	9	10	<0.1%
Collision with animal drawn vehicle	-	-	-	-	-	-	-	-
Collision with bicycle	<1	4	17	26	2	50	50	0.4%
Collision with animal	<1	10	39	344	7	402	402	3.3%
Collision with fixed object	18	94	276	551	19	939	957	7.8%
Collision with other object	9	36	109	288	12	444	453	3.7%
Overturned in roadway	<1	2	5	6	-	14	14	0.1%
Ran off roadway	3	5	5	3	1	14	17	0.1%
Collision with moped	-	<1	<1	<1	-	<1	<1	<0.1%
Other non-collision	1	4	16	43	4	66	67	0.6%
Total	81	428	1,956	9,467	274	12,125	12,206	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.

Motor vehicles colliding with other motor vehicles account for the majority of casualties in Manitoba, both in 2020 and in the previous five year (2015 to 2019) annual average. In 2020, “collision with other motor vehicle” accounts for:

- 81% of all casualties (83% in the previous five years);
- 55% of people killed (54% in the previous five years); and,
- 60% of people seriously injured (60% in the previous five years).

Table 5-12 Collision Victims by Accident Configuration and Casualty Type

Table 5-12
Collision Victims by Accident Configuration and Casualty Type: 2020

Accident Configuration	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Rear End	1	2.6%	36	14.9%	205	21.4%	2,454	50.8%	8	33.3%	2,703	44.6%	**2,704**	44.3%
Head On	8	20.5%	18	7.5%	16	1.7%	52	1.1%	6	25.0%	92	1.5%	**100**	1.6%
Side Swipe Opposing	0	-	1	0.4%	4	0.4%	48	1.0%	0	-	53	0.9%	**53**	0.9%
Side Swipe Same Direction	1	2.6%	12	5.0%	40	4.2%	318	6.6%	0	-	370	6.1%	**371**	6.1%
Overtaking	0	-	0	-	3	0.3%	9	0.2%	0	-	12	0.2%	**12**	0.2%
Right Turn - Same direction	0	-	0	-	4	0.4%	24	0.5%	0	-	28	0.5%	**28**	0.5%
Right Turn - Opposing	0	-	0	-	0	-	8	0.2%	0	-	8	0.1%	**8**	0.1%
Left Turn - Opposing	1	2.6%	10	4.1%	56	5.8%	109	2.3%	1	4.2%	176	2.9%	**177**	2.9%
Left Turn - Same direction	0	-	0	-	3	0.3%	38	0.8%	0	-	41	0.7%	**41**	0.7%
Left Turn - Across	0	-	9	3.7%	42	4.4%	150	3.1%	1	4.2%	202	3.3%	**202**	3.3%
Intersection 90°	11	28.2%	74	30.7%	368	38.4%	1,138	23.5%	3	12.5%	1,583	26.1%	**1,594**	26.1%
Off Road Right	2	5.1%	29	12.0%	66	6.9%	100	2.1%	0	-	195	3.2%	**197**	3.2%
Off Road Left	2	5.1%	12	5.0%	41	4.3%	79	1.6%	0	-	132	2.2%	**134**	2.2%
Fixed Object	6	15.4%	27	11.2%	59	6.2%	200	4.1%	2	8.3%	288	4.8%	**294**	4.8%
Parking	2	5.1%	3	1.2%	13	1.4%	69	1.4%	0	-	85	1.4%	**87**	1.4%
Pedestrian	5	12.8%	10	4.1%	39	4.1%	39	0.8%	3	12.5%	91	1.5%	**96**	1.6%
Other	39	-	77	-	209	-	810	-	5	-	1,101	-	**1,140**	-
Total	78	100%	318	100%	1,168	100%	5,645	100%	29	100%	7,160	100%	**7,238**	100%

Note: “Other” accident configurations consist primarily of collisions involving more than one configuration or sequence of events. Calculations in "% of Total" exclude the "Other" category.

Table 5-12a Collision Victims by Accident Configuration and Casualty Type for Previous Five Years

Table 5-12a

Collision Victims by Accident Configuration and Casualty Type: 2015-2019 Average

Accident Configuration	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Rear End	3	43	409	4,560	122	5,134	5,137	49.2%
Head On	16	26	56	88	3	173	189	1.8%
Side Swipe Opposing	-	3	17	65	1	85	85	0.8%
Side Swipe Same Direction	<1	11	53	485	11	559	559	5.4%
Overtaking	<1	1	5	28	<1	35	35	0.3%
Right Turn - Same direction	<1	-	7	25	1	33	33	0.3%
Right Turn - Opposing	-	<1	3	9	<1	13	13	0.1%
Left Turn - Opposing	1	14	77	220	6	318	319	3.1%
Left Turn - Same direction	-	<1	6	31	1	39	39	0.4%
Left Turn - Across	<1	11	57	208	6	282	283	2.7%
Intersection 90°	9	109	610	1,765	50	2,535	2,544	24.4%
Off Road Right	5	36	104	155	5	299	304	2.9%
Off Road Left	2	26	79	98	3	206	208	2.0%
Fixed Object	3	25	87	281	10	403	406	3.9%
Parking	<1	2	15	138	2	156	157	1.5%
Pedestrian	6	16	49	53	8	126	132	1.3%
Other	34	106	323	1,257	44	1,730	1,764	-
Total	81	428	1,956	9,467	274	12,125	12,206	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.
Note: “Other” accident configurations consist primarily of collisions involving more than one configuration or sequence of events. Calculations in "% of Total" exclude the "Other" category.

“Rear end” collisions and those occurring at “intersections 90°” account for the highest proportions of casualties, followed by collisions involving at least one vehicle turning, side-swipe collisions, and collisions where the vehicle leaves the road (either “off road right” or “off road left”). In 2020:

- “Rear end” collisions account for 44% of all victims, 3% of people killed, and 15% of people seriously injured;
- “Intersection 90°” collisions account for 26% of all victims, 28% of people killed, and 31% of people seriously injured;
- “Left turn” (including across, in the same direction, and opposing) collisions account for 7% of all victims, 3% of people killed, and 8% of people seriously injured;
- “Side swipe” (either opposing or same direction) collisions account for 7% of all victims, 3% of people killed, and 5% of people seriously injured;
- “Off road” (either right or left) collisions account for 5% of all victims, 10% of people killed, and 17% of people seriously injured; and,
- “Fixed object” collisions account for 5% of all victims, 15% of people killed, and 11% of people seriously injured.

In 2020, people are most often killed in traffic collisions where the accident configuration is noted as:

- A collision occurs at 90° intersections (28% of people killed);
- A “head on” collision occurs (nearly 21% of people killed); or,
- A “fixed object” collision (15% of people killed).

Table 5-13 Collision Victims by Provincial Location and Casualty Type

Table 5-13

Collision Victims by Provincial Location and Casualty Type: 2020

Location	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Winnipeg	8	10.3%	125	39.3%	627	53.7%	4,425	78.4%	18	62.1%	5,195	72.6%	**5,203**	71.9%
Brandon	1	1.3%	7	2.2%	33	2.8%	102	1.8%	0	-	142	2.0%	**143**	2.0%
Portage	0	-	3	0.9%	11	0.9%	23	0.4%	0	-	37	0.5%	**37**	0.5%
Flin Flon	0	-	0	-	2	0.2%	3	<0.1%	0	-	5	<0.1%	**5**	<0.1%
Dauphin	0	-	2	0.6%	12	1.0%	17	0.3%	0	-	31	0.4%	**31**	0.4%
Thompson	0	-	4	1.3%	4	0.3%	8	0.1%	1	3.4%	17	0.2%	**17**	0.2%
The Pas	0	-	0	-	8	0.7%	4	<0.1%	0	-	12	0.2%	**12**	0.2%
Selkirk	0	-	3	0.9%	11	0.9%	31	0.5%	0	-	45	0.6%	**45**	0.6%
Other Urban	26	33.3%	41	12.9%	134	11.5%	345	6.1%	1	3.4%	521	7.3%	**547**	7.6%
All Rural	43	55.1%	133	41.8%	326	27.9%	687	12.2%	9	31.0%	1,155	16.1%	**1,198**	16.6%
Total	78	100%	318	100%	1,168	100%	5,645	100%	29	100%	7,160	100%	**7,238**	100%

Table 5-13a Collision Victims by Provincial Location and Casualty Type for Previous Five Years

Table 5-13a

Collision Victims by Provincial Location and Casualty Type: 2015-2019 Average

Location	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Winnipeg	15	184	1,115	7,727	222	9,247	9,262	75.9%
Brandon	<1	13	73	176	6	267	268	2.2%
Portage	2	5	20	46	1	72	74	0.6%
Flin Flon	<1	<1	3	2	<1	6	6	<0.1%
Dauphin	<1	1	9	20	1	32	32	0.3%
Thompson	<1	3	15	24	2	43	44	0.4%
The Pas	-	<1	7	7	<1	15	15	0.1%
Selkirk	<1	4	22	60	2	87	87	0.7%
Other Urban	12	52	195	502	15	764	775	6.4%
All Rural	50	166	498	905	24	1,593	1,643	13.5%
Total	81	428	1,956	9,467	274	12,125	12,206	100%

While traffic collisions occurring in urban locations account for the majority of casualties overall, traffic collisions in rural locations account for disproportionate number of people killed. In 2020, 83% of all casualties result from traffic collisions in urban areas. Traffic collisions in rural locations, however, account for 55% of people killed. In the previous five year (2015 to 2019) annual average, nearly 87% of all victims are from traffic collisions in urban locations, while 62% of people killed are from traffic collisions in rural locations.

Table 5-14 Collision Victims by Safety Equipment Use and Casualty Type

Table 5-14

Collision Victims by Safety Equipment Use and Casualty Type: 2020

Safety Equipment	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Lap belt only installed - In use	4	6.3%	2	0.7%	7	0.7%	56	1.0%	0	-	65	0.9%	**69**	1.0%
Lap belt only installed - Not in use	1	1.6%	2	0.7%	2	0.2%	20	0.4%	0	-	24	0.3%	**25**	0.4%
Shoulder belt only installed - In use	0	-	1	0.3%	6	0.6%	21	0.4%	0	-	28	0.4%	**28**	0.4%
Shoulder belt only installed - Not in use	1	1.6%	1	0.3%	5	0.5%	4	<0.1%	0	-	10	0.1%	**11**	0.2%
Lap and shoulder belt assembly - In use	16	25.4%	122	42.2%	642	59.9%	4,647	83.8%	17	68.0%	5,428	78.3%	**5,444**	77.8%
Combined belt installed - Not in use	14	22.2%	2	0.7%	7	0.7%	10	0.2%	0	-	19	0.3%	**33**	0.5%
Only lap part of full assembly in use	1	1.6%	2	0.7%	0	-	20	0.4%	0	-	22	0.3%	**23**	0.3%
Air bag deployed - Safety belt in use	7	11.1%	99	34.3%	309	28.9%	595	10.7%	6	24.0%	1,009	14.6%	**1,016**	14.5%
Air bag deployed - Safety belt not in use	6	9.5%	7	2.4%	14	1.3%	8	0.1%	0	-	29	0.4%	**35**	0.5%
Safety seat properly installed - In use	0	-	3	1.0%	24	2.2%	74	1.3%	0	-	101	1.5%	**101**	1.4%
Safety seat improperly installed - In use	0	-	0	-	2	0.2%	3	<0.1%	0	-	5	<0.1%	**5**	<0.1%
Safety seat installed - Not in use	0	-	0	-	0	-	2	<0.1%	0	-	2	<0.1%	**2**	<0.1%
Safety helmet worn	6	9.5%	30	10.4%	36	3.4%	41	0.7%	0	-	107	1.5%	**113**	1.6%
Safety helmet not worn	1	1.6%	3	1.0%	1	<0.1%	0	-	0	-	4	<0.1%	**5**	<0.1%
No safety device available	0	-	0	-	2	0.2%	3	<0.1%	0	-	5	<0.1%	**5**	<0.1%
Other	0	-	0	-	5	0.5%	9	0.2%	0	-	14	0.2%	**14**	0.2%
Not Applicable	0	-	3	1.0%	5	0.5%	23	0.4%	1	4.0%	32	0.5%	**32**	0.5%
Unknown	6	9.5%	12	4.2%	4	0.4%	12	0.2%	1	4.0%	29	0.4%	**35**	0.5%
Total	63	100%	289	100%	1,071	100%	5,548	100%	25	100%	6,933	100%	**6,996**	100%

Note: Vehicle occupants (Road User Class = Driver, Passenger) plus Motorcyclists and Moped riders and their passengers.

Table 5-14a Collision Victims by Safety Equipment Use and Casualty Type for Previous Five Years

Table 5-14a

Collision Victims by Safety Equipment Use and Casualty Type: 2015-2019 Average

Safety Equipment	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Lap belt only installed - In use	1	3	14	71	4	93	94	0.8%
Lap belt only installed - Not in use	1	4	7	20	<1	31	32	0.3%
Shoulder belt only installed - In use	1	2	8	37	5	52	53	0.5%
Shoulder belt only installed - Not in use	2	3	6	15	<1	25	26	0.2%
Lap and shoulder belt assembly - In use	12	174	1,054	7,965	205	9,398	9,410	79.7%
Combined belt installed - Not in use	9	6	20	25	<1	51	60	0.5%
Only lap part of full assembly in use	<1	<1	1	19	<1	22	22	0.2%
Air bag deployed - Safety belt in use	10	135	565	830	21	1,551	1,561	13.2%
Air bag deployed - Safety belt not in use	5	5	11	8	<1	24	29	0.2%
Safety seat properly installed - In use	<1	9	51	170	5	235	235	2.0%
Safety seat improperly installed - In use	<1	1	2	13	<1	17	17	0.1%
Safety seat installed - Not in use	<1	<1	<1	2	-	3	3	<0.1%
Safety helmet worn	3	26	47	57	2	132	135	1.1%
Safety helmet not worn	<1	<1	1	<1	-	2	3	<0.1%
No safety device available	2	2	4	3	<1	9	11	<0.1%
Other	1	2	6	10	<1	18	20	0.2%
Not Applicable	1	3	8	25	2	38	39	0.3%
Unknown	16	13	11	17	3	43	58	0.5%
Total	66	388	1,817	9,287	252	11,744	11,810	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.
Note: Vehicle occupants (Road User Class = Driver, Passenger) plus Motorcyclists and Moped riders and their passengers.

In 2020, most victims in traffic collisions were using safety equipment at the time of the collision (98% of all victims where safety equipment use is known, i.e., excluding “other”, “not applicable” and “unknown”).

In 2020, 40% of the people killed in traffic collisions and nearly 6% of the people seriously injured in traffic collisions are recorded as not wearing or using the available safety equipment at the time of the collision (where safety equipment use is known).

Table 5-15 Safety Equipment Effectiveness

Table 5-15

Safety Equipment Effectiveness - Ratio of Victims Killed and Injured While 'Not Using Safety Equipment' to 'Using Safety Equipment': 2020

Safety Equipment Use	Total Casualties	Killed	% of Total Casualties	Serious Injury	% of Total Casualties	Minor/ Minimal Injury	% of Total Casualties	Other Injury	% of Total Casualties
Equipment not in use	116	23	19.8%	15	12.9%	78	67.2%	0	0.0%
Equipment in use	6,799	34	0.5%	259	3.8%	6,483	95.4%	23	0.3%
Safety Equipment Effectiveness*			**39.65**		**3.39**		**0.71**		**0.00**

*Ratio of % not using equipment over the % using equipment.

As a large majority of vehicle occupants use safety equipment (such as seatbelts, child restraints and helmets), the number of victims in traffic collisions who use safety equipment exceeds the number of victims who did not use safety equipment. Considering this, one might erroneously conclude that using safety equipment contributes to more victims.

When considering the effectiveness of safety equipment in a traffic collision, the proportion of victims by casualty type who use safety equipment is compared to the proportion of victims by casualty type not using safety equipment. In this manner, it is possible to determine the effectiveness of the equipment by examining how much more likely the victim is to sustain injuries of a specific severity when using or not using safety equipment.

As shown in Table 5-15, in 2020, victims not using safety equipment are forty times more likely to be killed and three times more likely to be seriously injured in a traffic collision than those who used the equipment. Over the previous five years (2015 to 2019), people not using the available safety equipment are fifty times more likely to be killed and four times more likely to be seriously injured in a collision than people using the equipment.

Figure 5-8 Safety Equipment Effectiveness: Ratio of "Not Using Equipment" to "Using Equipment"

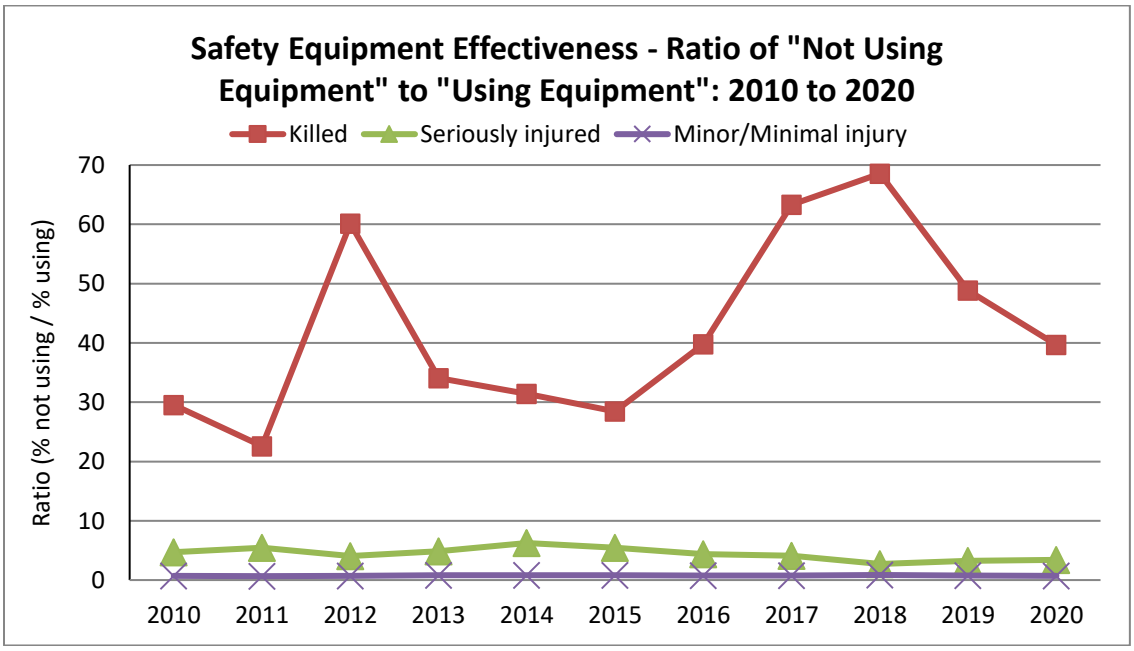


Table 5-16 Vehicle Occupant Victim Ejections in Traffic Collisions

Table 5-16

Vehicle Occupant Victims by Ejection From Vehicle and Casualty Type: 2020

Ejection	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Not Ejected	38	67.9%	245	95.7%	1,019	99.1%	5,455	99.1%	21	84.0%	6,740	98.9%	**6,778**	98.7%
Fully Ejected	13	23.2%	9	3.5%	6	0.6%	43	0.8%	4	16.0%	62	0.9%	**75**	1.1%
Partially Ejected	5	8.9%	2	0.8%	3	0.3%	7	0.1%	0	-	12	0.2%	**17**	0.2%
Total	56	100%	256	100%	1,028	100%	5,505	100%	25	100%	6,814	100%	**6,870**	100%

NOTE: Vehicle occupants (Drivers and Passengers; excluding Motorcyclist, Moped riders and passengers).

Table 5-16a Vehicle Occupant Victim Ejections in Traffic Collisions for Previous Five Years

Table 5-16a

Vehicle Occupant Victims by Ejection From Vehicle and Casualty Type: 2015-2019 Average

Ejection	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Not Ejected	44	341	1,747	9,174	249	11,510	11,554	99.1%
Fully Ejected	14	15	16	33	1	66	80	0.7%
Partially Ejected	2	5	3	18	0	26	28	0.2%
Total	61	360	1,766	9,225	250	11,602	11,663	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.
Note: Vehicle occupants (Drivers and Passengers; excluding Motorcyclist, Moped riders and passengers).

In 2020, people fully or partially ejected from a vehicle and killed during a traffic collision account for 20% of all victims ejected from the vehicle. People killed but not ejected account for 0.6% of all victims not ejected during the collision. This makes people ejected during a collision thirty five times more likely to be killed than people not ejected. Similarly, people ejected and seriously injured during a collision account for 12% of all victims ejected while people seriously injured but not ejected account for only 4% of victims not ejected. This makes people ejected during a collision three times more likely to be seriously injured than people not ejected.

SECTION 6 – Pedestrian Victims

Introduction

This section counts the number of pedestrians killed and injured in traffic collisions and examines the severity of the injury received by the pedestrian. Month, time and day of occurrence are examined and breaks are provided for the age of the pedestrian. The specific pedestrian actions taken immediately prior to the collision are also presented. Involvement rate of pedestrians in traffic collisions per 100,000 people in the general population is also calculated.

Key Highlights

In 2020, there are 119 pedestrians killed or injured in traffic collisions. Of these:

- 13 are killed;
- 21 are seriously injured;
- 52 sustain minor injuries;
- 30 sustain minimal injuries; and
- 3 sustain injuries that are undefined in terms of severity.

The involvement rate (per 100,000 people in the general population) of pedestrians in traffic collisions in 2020 (8.6) has decreased by nearly 43% compared to 2019 (14.9) and by 36% compared to the previous five year (2015 to 2019) annual average (13.5).

Pedestrian involvement rate in traffic collisions in 2020 where a pedestrian:

- Is killed (0.9) has decreased by 20% compared to 2019 (1.2) and stayed relatively the same compared to the previous five year average (0.9); and,
- Is injured (7.6) has decreased by nearly 45% compared to 2019 (13.8) and by 39% compared to the previous five year average (12.6).

In 2020, collision-related pedestrian casualties most frequently occur:

- In January and February (27% of pedestrian casualties combined); at least one pedestrian was killed in each month except January, April and October (none killed);
- On weekdays (Monday to Friday – 78% of pedestrian casualties cumulatively); 8 of the 13 pedestrian fatalities occurred on weekdays; and,
- Between noon and 6 p.m. (12:00 to 14:59 – 20% of pedestrian casualties; 15:00 to 17:59 – 26% of pedestrian casualties).

Manitobans aged 20 to 24 have the highest pedestrian involvement rate (per 100,000 people) in traffic collisions, at 14.6 in 2020 (19.9 in the previous five years), followed by those aged 45 to 54 at 13.1 (12.5 in the previous five years).

Where the actions of the pedestrian immediately prior to the collision are known, most pedestrian casualties in 2020 occur when the pedestrian is:

- At an intersection, crossing with the right of way (40% of pedestrian casualties);
- Walking on roadway (travelled portion) (8% of pedestrian casualties);
- On sidewalk/median/safety zone (6% of pedestrian casualties); and,
- From behind vehicle/object on roadside (6% of pedestrian casualties).

For the 13 pedestrians killed in traffic collisions in 2020, 6 were walking on roadway, 2 were running into roadway, 1 was at an intersection with no traffic control, 1 was walking along roadway with traffic, 1 was pushing/working on vehicle, and 1 was lying on roadway. For one of the 13 pedestrians killed, no pedestrian action was recorded.

Major Elements Examined

Counts of collisions in Manitoba for 2020 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

It is important to note that the number of pedestrian victims in traffic collisions is not equal to the number of collisions that occurred involving pedestrians as each collision can result in multiple victims. It is also possible that a collision could involve a pedestrian who is not killed or injured.

The terms 'crash', 'collision' and 'accident' are used interchangeably in this report. The terms 'victims' and 'casualties' are used interchangeably in this report. The terms 'fatality' and 'killed' are used interchangeably in this report.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding pedestrian collisions of differing injury severity.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percent. Likewise, average calculations are presented for historical data from the years 2015 to 2019. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Terms and Definitions

"Casualty Type"

- A classification of the severity of the injury sustained by a victim in a traffic collision, i.e., whether someone was killed or injured. This classification also includes a designation for the severity of each non-fatal injury sustained (i.e., victims sustaining a serious/major, minor or minimal injury).

"Killed"

- The casualty type "killed" indicates the victim involved in the traffic collision died as a result of their injuries within thirty days of the collision occurrence.

"Injured"

- The casualty type "injured" indicates the victim sustained some level of personal injury, but in which they were not killed. Levels of injury include: 'serious' or 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required). 'Other' injury is noted when the severity of the victim's injuries is not known or recorded in the TAR.

"Collision severity"

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

"Pedestrian Involvement Rate"

- A calculation of the number of pedestrians involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address: https://www.gov.mb.ca/health/annstats/index.html

"Pedestrian Action"

- Refers to the actions taken by a pedestrian immediately prior to a collision (including: crossing at an intersection with or without the right-of-way, crossing between intersections, running into the roadway, walking on the roadway, lying on the roadway, playing on the roadway, etc.).

Table 6-1 Historical Summary of Pedestrians Killed and Injured in Traffic Collisions

Table 6-1
Historical Summary of Pedestrians Killed and Injured in Traffic Collisions: 2010 to 2020

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2010	14	-	32	-	126	-	111	-	116	-	385	-	399	-
2011	10	-28.6%	24	-25.0%	130	3.2%	62	-44.1%	114	-1.7%	330	-14.3%	340	-14.8%
2012	13	30.0%	21	-12.5%	90	-30.8%	40	-35.5%	12	-89.5%	163	-50.6%	176	-48.2%
2013	10	-23.1%	22	4.8%	49	-45.6%	25	-37.5%	10	-16.7%	106	-35.0%	116	-34.1%
2014	11	10.0%	22	0.0%	68	38.8%	38	52.0%	9	-10.0%	137	29.2%	148	27.6%
2015	9	-18.2%	18	-18.2%	51	-25.0%	40	5.3%	12	33.3%	121	-11.7%	130	-12.2%
2016	13	44.4%	27	50.0%	49	-3.9%	54	35.0%	29	141.7%	159	31.4%	172	32.3%
2017	12	-7.7%	22	-18.5%	78	59.2%	56	3.7%	11	-62.1%	167	5.0%	179	4.1%
2018	13	8.3%	36	63.6%	103	32.1%	71	26.8%	4	-63.6%	214	28.1%	227	26.8%
2019	16	23.1%	31	-13.9%	87	-15.5%	65	-8.5%	6	50.0%	189	-11.7%	205	-9.7%
2020	**13**	**-18.8%**	**21**	**-32.3%**	**52**	**-40.2%**	**30**	**-53.8%**	**3**	**-50.0%**	**106**	**-43.9%**	**119**	**-42.0%**
2015-2019 Average*	13	3.2%	27	-21.6%	74	-29.3%	57	-47.6%	12	-75.8%	170	-37.6%	183	-34.8%

* "% change" in this line compares the current year to the 5-year average

In 2020, there are 119 pedestrians killed or injured in traffic collisions. Of these:

- 13 are killed;
- 21 are seriously injured;
- 52 sustain minor injuries;
- 30 sustain minimal injuries; and
- 3 sustain injuries that are undefined in terms of severity.

The total number of pedestrians killed and injured in traffic collisions in 2020 has decreased by 42% compared to 2019 and by 35% compared to the previous five year (2015 to 2019) annual average. In 2020, the number of pedestrians:

- Killed has decreased by 19% compared to 2019 and stayed relatively the same compared to the previous five years;
- Sustaining serious injuries has decreased by 32% compared to 2019 and by 22% compared to the previous five years;
- Sustaining minor injuries has decreased by 40% compared to 2019 and by 29% compared to the previous five years;
- Sustaining minimal injuries has decreased by 54% compared to 2019 and by 48% compared to the previous five years; and,
- Sustaining an unspecified injury has decreased by 50% compared to 2019 and by 76% compared to the previous five years.

The number of pedestrians killed in traffic collisions over the past ten years has fluctuated, ranging from a low of 9 in 2015 to a high of 16 in 2019. The number of pedestrians killed in 2020 is down by a count of 3 compared to 2019, and is relatively the same as the previous five year (2015 to 2019) annual average.

Recognizing that counts of pedestrians involved in collisions could be impacted either positively or negatively by changing population statistics, involvement rates per 100,000 people in the general population in Manitoba is examined (see Table 6-2) to provide a standardized rate comparison. This accounts for changing population size instead of simply a raw count of the number of pedestrians involved overall.

Table 6-2 Historical Summary of Pedestrian Involvement Rate (per 100,000 people) in Traffic Collisions

Table 6-2
Historical Summary of Pedestrian Involvement Rates (per 100,000 people) in Traffic Collisions: 2010 to 2020

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2010	1.1	-	2.6	-	10.2	-	9.0	-	9.4	-	31.3	-	32.4	-
2011	0.8	-29.7%	1.9	-26.2%	10.4	1.5%	5.0	-45.0%	9.1	-3.3%	26.4	-15.7%	27.2	-16.2%
2012	1.0	27.9%	1.7	-13.9%	7.1	-31.9%	3.1	-36.5%	0.9	-89.6%	12.8	-51.4%	13.8	-49.1%
2013	0.8	-24.1%	1.7	3.3%	3.8	-46.3%	1.9	-38.4%	0.8	-17.8%	8.2	-35.9%	9.0	-35.0%
2014	0.8	8.6%	1.7	-1.3%	5.2	37.0%	2.9	50.0%	0.7	-11.2%	10.5	27.6%	11.3	25.9%
2015	0.7	-19.1%	1.4	-19.1%	3.9	-25.8%	3.0	4.1%	0.9	31.9%	9.2	-12.6%	9.8	-13.1%
2016	1.0	42.4%	2.0	47.9%	3.7	-5.3%	4.0	33.1%	2.2	138.2%	11.9	29.5%	12.8	30.4%
2017	0.9	-8.9%	1.6	-19.6%	5.7	57.1%	4.1	2.4%	0.8	-62.6%	12.3	3.7%	13.2	2.7%
2018	1.0	8.1%	2.6	63.2%	7.6	31.7%	5.2	26.5%	0.3	-63.7%	15.7	27.8%	16.7	26.5%
2019	1.2	22.0%	2.3	-14.7%	6.3	-16.3%	4.7	-9.3%	0.4	48.7%	13.8	-12.5%	14.9	-10.5%
2020	**0.9**	**-19.6%**	**1.5**	**-33.0%**	**3.7**	**-40.8%**	**2.2**	**-54.3%**	**0.2**	**-50.5%**	**7.6**	**-44.5%**	**8.6**	**-42.5%**
2015-2019 Average*	0.9	0.6%	2.0	-23.6%	5.4	-31.0%	4.2	-48.8%	0.9	-76.6%	12.6	-39.2%	13.5	-36.4%

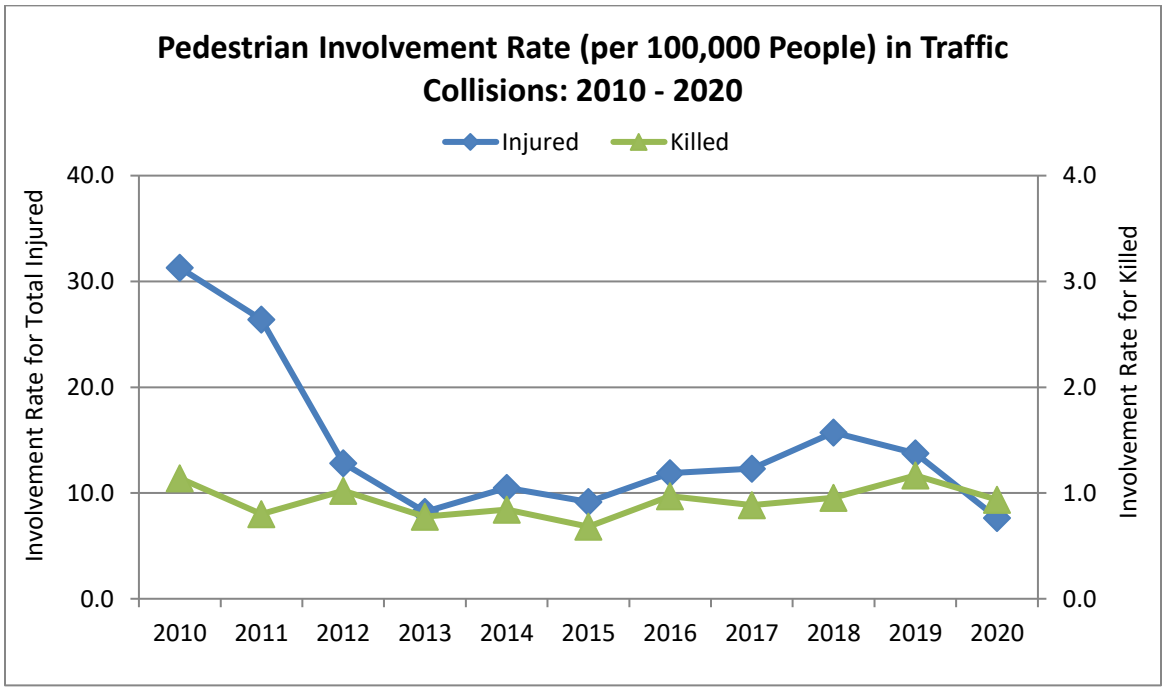
* "% change" in this line compares the current year to the 5-year average

The involvement rate (per 100,000 people in the general population) of pedestrians in traffic collisions in 2020 (8.6) has decreased by nearly 43% compared to 2019 (14.9) and by 36% compared to the previous five year (2015 to 2019) annual average (13.5).

Pedestrian involvement rate in traffic collisions in 2020 where a pedestrian:

- Is killed (0.9) has decreased by 20% compared to 2019 (1.2) and stayed relatively the same compared to the previous five year average (0.9);
- Is injured (7.6) has decreased by nearly 45% compared to 2019 (13.8) and by 39% compared to the previous five year average (12.6);
- Sustains serious injuries (1.5) has decreased by 33% compared to 2019 (2.3) and by 24% compared to the previous five years (2.0);
- Sustains minor injuries (3.7) has decreased by 41% compared to 2019 (6.3) and by 31% compared to the previous five years (5.4);
- Sustains minimal injuries (2.2) has decreased by 54% compared to 2019 (4.7) and by 49% compared to the previous five years (4.2); and,
- Sustains an unspecified injury (0.2) has decreased by nearly 51% compared to 2019 (0.4) and by 77% compared to the previous five years (0.9).

Figure 6-1 Pedestrian Involvement Rate (per 100,000 People) in Traffic Collisions



Over the last eleven years, pedestrian involvement in injuries resulting from traffic collisions have generally declined from 2010 to 2013, but have gradually increased from 2013 to 2018, then started to decline again.

Over this same time frame, the involvement rate for pedestrians killed in traffic collisions has fluctuated somewhat between 0.7 and 1.2.

Table 6-3 Pedestrians Killed and Injured by Month of Occurrence and Casualty Type

Table 6-3
Total Pedestrians Killed and Injured by Month of Occurrence and Casualty Type: 2020

Month of Occurrence	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
January	0	-	3	14.3%	7	13.5%	6	20.0%	0	-	16	15.1%	**16**	13.4%
February	1	7.7%	5	23.8%	7	13.5%	3	10.0%	0	-	15	14.2%	**16**	13.4%
March	1	7.7%	1	4.8%	4	7.7%	4	13.3%	0	-	9	8.5%	**10**	8.4%
April	0	-	0	-	0	-	0	-	1	33.3%	1	0.9%	**1**	0.8%
May	1	7.7%	0	-	4	7.7%	4	13.3%	1	33.3%	9	8.5%	**10**	8.4%
June	1	7.7%	1	4.8%	4	7.7%	1	3.3%	0	-	6	5.7%	**7**	5.9%
July	2	15.4%	1	4.8%	6	11.5%	0	-	0	-	7	6.6%	**9**	7.6%
August	2	15.4%	2	9.5%	6	11.5%	4	13.3%	0	-	12	11.3%	**14**	11.8%
September	2	15.4%	5	23.8%	2	3.8%	4	13.3%	0	-	11	10.4%	**13**	10.9%
October	0	-	1	4.8%	3	5.8%	1	3.3%	0	-	5	4.7%	**5**	4.2%
November	1	7.7%	1	4.8%	4	7.7%	2	6.7%	1	33.3%	8	7.5%	**9**	7.6%
December	2	15.4%	1	4.8%	5	9.6%	1	3.3%	0	-	7	6.6%	**9**	7.6%
Total	13	100%	21	100%	52	100%	30	100%	3	100%	106	100%	**119**	100%

Table 6-3a Pedestrians Killed and Injured by Month of Occurrence and Casualty Type for Previous Five Years

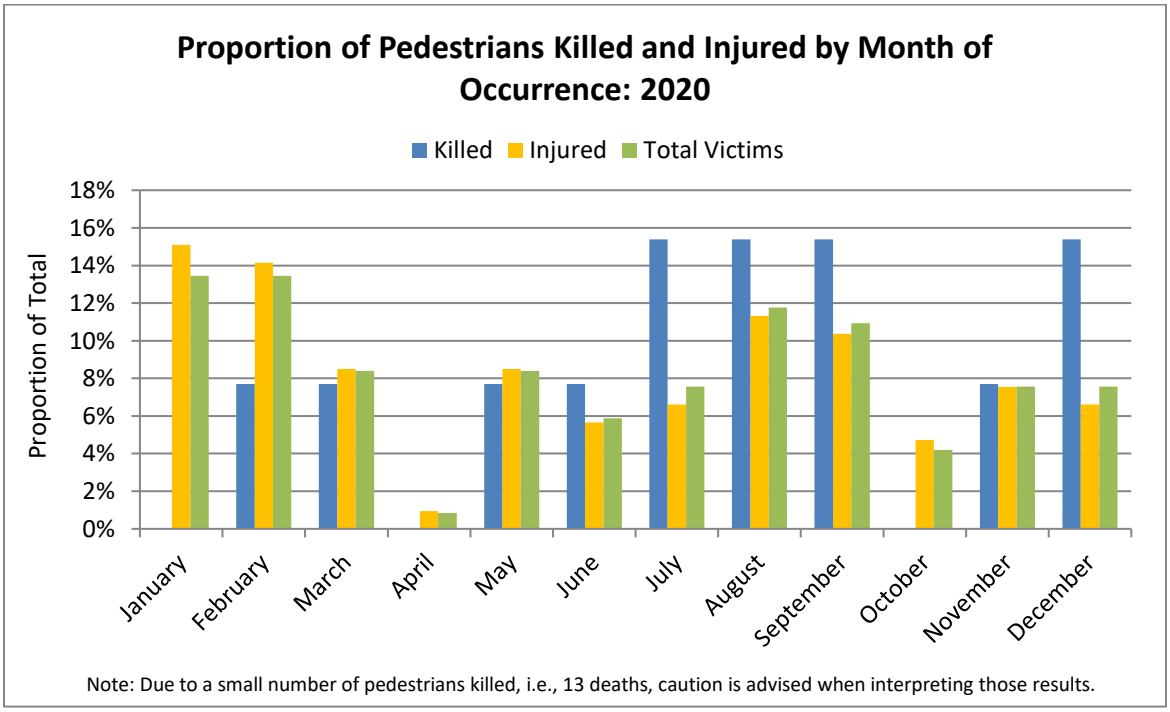
Table 6-3a
Pedestrians Killed and Injured by Month of Occurrence and Casualty Type: 2015-2019 Average

Month of Occurrence	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
January	<1	2	5	6	<1	13	14	7.7%
February	<1	3	7	4	<1	15	16	8.8%
March	2	3	9	7	<1	18	21	11.3%
April	1	1	5	3	<1	9	11	6.0%
May	1	2	6	5	<1	13	15	8.0%
June	<1	2	5	4	2	13	13	7.3%
July	2	<1	5	3	1	10	13	7.1%
August	1	2	6	4	2	14	15	8.0%
September	1	2	4	5	1	13	14	7.6%
October	1	3	8	5	<1	16	17	9.5%
November	1	3	7	7	1	18	19	10.2%
December	1	2	7	5	1	15	16	8.5%
Total	13	27	74	57	12	170	183	100%

Note: Counts of pedestrians in the 2015-2019 average may not add to the total due to rounding.

In 2020, at least one pedestrian was killed in collisions on Manitoba roadways in each month except January, April and October (none killed). Pedestrians are most likely to be injured in January (15%). During the previous five year (2015 to 2019) period, on average, March and November have the highest involvement of pedestrian casualties in collisions.

Figure 6-2 Proportion of Pedestrians Killed and Injured by Month of Occurrence



Note: Due to a small number of pedestrians killed, i.e., 13 deaths, caution is advised when interpreting those results.

Table 6-4 Total Pedestrians Killed and Injured by Day of Occurrence and Casualty Type

Table 6-4
Total Pedestrians Killed and Injured by Day of Occurrence and Casualty Type: 2020

Day of the Week	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Sunday	5	38.5%	2	9.5%	2	3.8%	3	10.0%	0	-	7	6.6%	**12**	10.1%
Monday	3	23.1%	2	9.5%	9	17.3%	4	13.3%	0	-	15	14.2%	**18**	15.1%
Tuesday	1	7.7%	5	23.8%	8	15.4%	6	20.0%	2	66.7%	21	19.8%	**22**	18.5%
Wednesday	2	15.4%	2	9.5%	6	11.5%	7	23.3%	0	-	15	14.2%	**17**	14.3%
Thursday	0	-	3	14.3%	4	7.7%	4	13.3%	0	-	11	10.4%	**11**	9.2%
Friday	2	15.4%	4	19.0%	13	25.0%	5	16.7%	1	33.3%	23	21.7%	**25**	21.0%
Saturday	0	-	3	14.3%	10	19.2%	1	3.3%	0	-	14	13.2%	**14**	11.8%
Total	13	100%	21	100%	52	100%	30	100%	3	100%	106	100%	**119**	100%

Table 6-4a Pedestrians Killed and Injured by Day of Occurrence and Casualty Type for Previous Five Years

Table 6-4a
Pedestrians Killed and Injured by Day of Occurrence and Casualty Type: 2015-2019 Average

Day of the Week	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Sunday	2	1	5	5	1	12	14	7.6%
Monday	2	3	11	9	2	25	27	14.8%
Tuesday	2	4	14	7	1	27	30	16.2%
Wednesday	1	5	11	11	1	28	30	16.2%
Thursday	2	5	10	7	2	24	26	14.1%
Friday	2	5	15	10	4	33	35	19.4%
Saturday	2	4	8	7	1	19	21	11.7%
Total	13	27	74	57	12	170	183	100%

Note: Counts of pedestrians in the 2015-2019 average may not add to the total due to rounding.

In 2020, pedestrians involved in traffic collisions on weekdays (Monday to Friday) account for 78% of all casualties. This is similar to the previous five year (2015 to 2019) annual average, where weekdays (Monday to Friday) account for 81% of all pedestrian casualties.

In 2020, 8 of 13 pedestrians are killed in traffic collisions on weekdays (Monday to Friday), and 5 are killed on the weekend (all on Sunday). This is similar to the previous five year (2015 to 2019) annual average, where 9 of 13 pedestrians are killed on weekdays and 4 on the weekend.

Figure 6-3 Proportion of Pedestrians Killed and Injured by Day of Occurrence

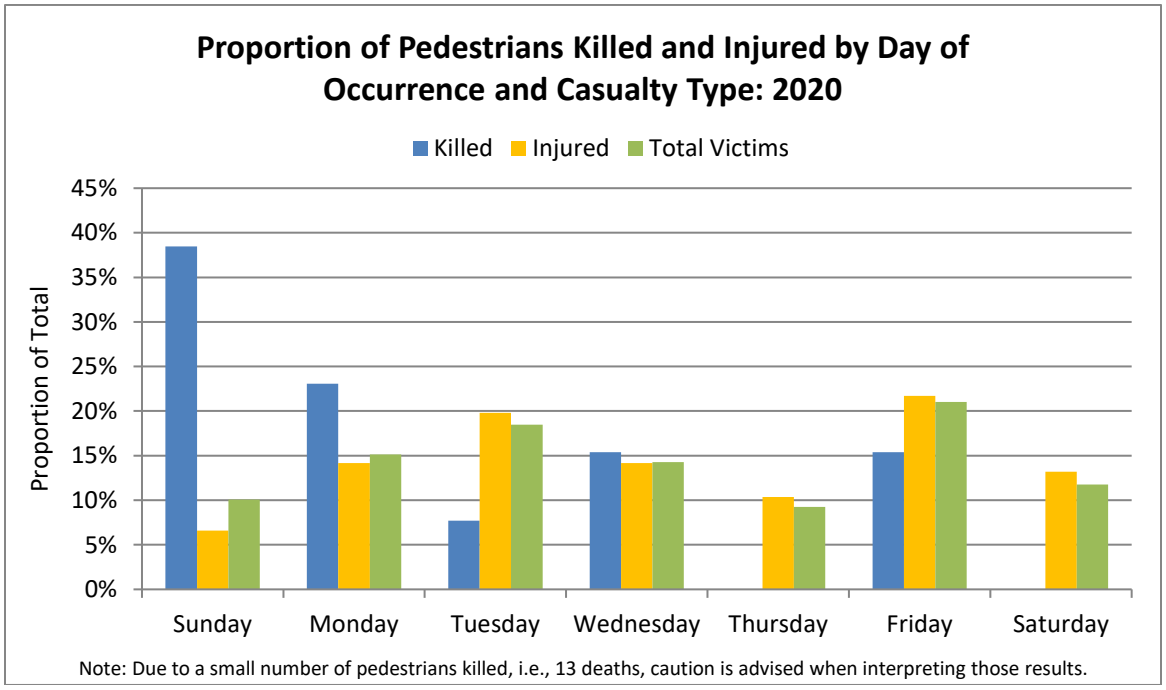


Table 6-5 Total Pedestrians Killed and Injured by Time of Occurrence and Casualty Type

Table 6-5
Total Pedestrians Killed and Injured by Time of Occurrence and Casualty Type: 2020

Time of the Day	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims*
	Killed	% of Total Killed*	Serious Injury	% of Total Serious Injury*	Minor Injury	% of Total Minor Injury*	Minimal Injury	% of Total Minimal Injury*	Other Injury	% of Total Other Injury*	Total Injured	% of Total Injured*		
00:00 - 02:59	1	7.7%	1	4.8%	0	-	0	-	0	-	1	1.0%	**2**	1.7%
03:00 - 05:59	3	23.1%	0	-	1	2.0%	1	3.3%	0	-	2	1.9%	**5**	4.2%
06:00 - 08:59	1	7.7%	1	4.8%	3	5.9%	1	3.3%	0	-	5	4.8%	**6**	5.1%
09:00 - 11:59	2	15.4%	1	4.8%	5	9.8%	6	20.0%	1	33.3%	13	12.4%	**15**	12.7%
12:00 - 14:59	0	-	4	19.0%	12	23.5%	7	23.3%	1	33.3%	24	22.9%	**24**	20.3%
15:00 - 17:59	0	-	6	28.6%	18	35.3%	7	23.3%	0	-	31	29.5%	**31**	26.3%
18:00 - 20:59	6	46.2%	4	19.0%	6	11.8%	7	23.3%	0	-	17	16.2%	**23**	19.5%
21:00 - 23:59	0	-	4	19.0%	6	11.8%	1	3.3%	1	33.3%	12	11.4%	**12**	10.2%
Not Stated	0	-	0	-	1	-	0	-	0	-	1	-	**1**	-
Total	13	100%	21	100%	52	100%	30	100%	3	100%	106	100%	**119**	100%

*Percentage of the total does not include the 'not stated' category.

Table 6-5a Pedestrian Victims by Time of Occurrence and Casualty Type for the Previous Five Years

Table 6-5a
Pedestrians Killed and Injured by Time of Occurrence and Casualty Type: 2015-2019 Average

Time of the Day	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims*
00:00 - 02:59	2	2	2	1	1	7	9	5.0%
03:00 - 05:59	1	<1	1	<1	<1	2	3	1.9%
06:00 - 08:59	1	2	12	7	1	22	24	13.1%
09:00 - 11:59	<1	3	9	10	1	24	24	13.5%
12:00 - 14:59	1	5	13	12	4	34	35	19.3%
15:00 - 17:59	2	7	19	16	2	44	46	25.4%
18:00 - 20:59	2	5	11	6	<1	22	24	13.4%
21:00 - 23:59	3	2	6	4	<1	13	15	8.4%
Not Stated	<1	<1	<1	<1	-	1	2	-
Total	13	27	74	57	12	170	183	100%

Note: Counts of pedestrians in the 2015-2019 average may not add to the total due to rounding.
*Percentage of the total does not include the 'not stated' category.

In 2020, 26% of all pedestrian victims are involved in traffic collisions between 3 p.m. and 6 p.m. (15:00 to 17:59) while 20% are between noon and 3 p.m. (12:00 to 14:59). This is similar to the previous five year (2015 to 2019) annual average (15:00 to 17:59 – 25%; 12:00 to 14:59 – 19%).

In 2020, 7 of 13 pedestrians are killed between midnight and noon (00:00 to 11:59) while 6 are killed between 6 p.m. and 9 p.m. (18:00 to 20:59). In the previous five year (2015 to 2019) annual average, 7 of 13 pedestrians are killed between noon and midnight (12:00 to 23:59).

Figure 6-4 Proportion of Pedestrians Killed and Injured by Time of Occurrence

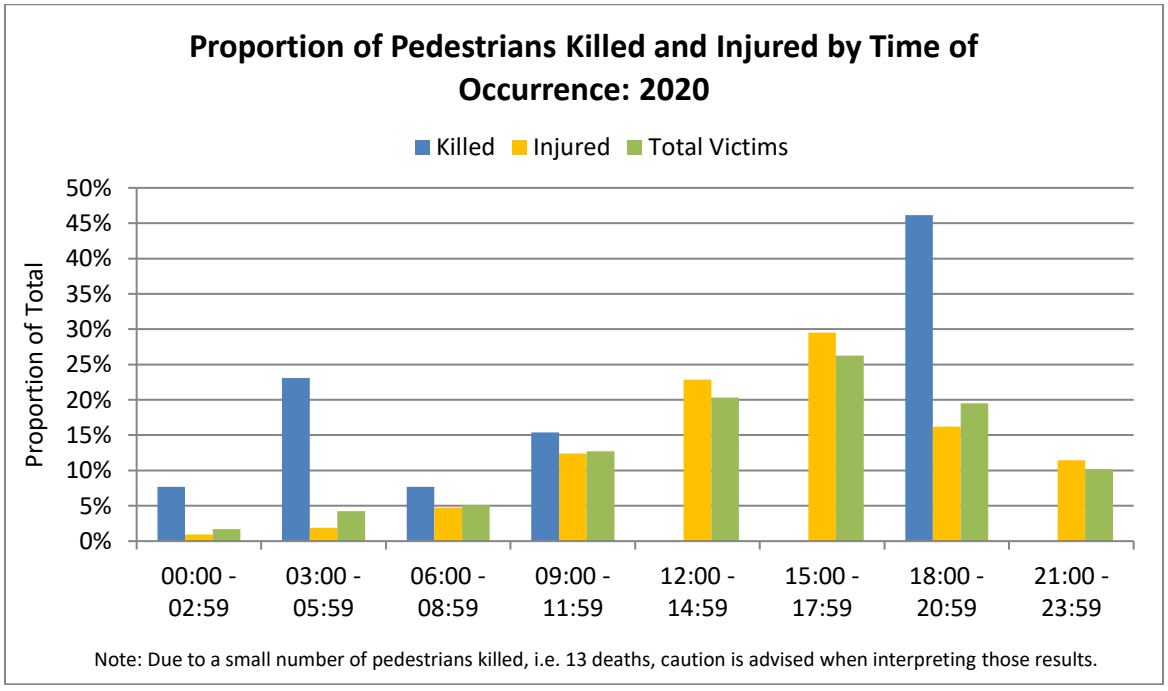


Table 6-6 Total Pedestrians Killed and Injured by Age Group and Casualty Type

Table 6-6
Total Pedestrians Killed and Injured by Age Group and Casualty Type: 2020

Age Group	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims*
	Killed	% of Total Killed*	Serious Injury	% of Total Serious Injury*	Minor Injury	% of Total Minor Injury*	Minimal Injury	% of Total Minimal Injury*	Other Injury	% of Total Other Injury*	Total Injured	% of Total Injured*		
0-4	0	-	0	-	2	3.8%	1	3.3%	0	-	3	2.8%	**3**	2.5%
5-9	0	-	1	4.8%	2	3.8%	0	-	0	-	3	2.8%	**3**	2.5%
10-14	0	-	1	4.8%	1	1.9%	0	-	0	-	2	1.9%	**2**	1.7%
15-19	1	7.7%	2	9.5%	4	7.7%	2	6.7%	0	-	8	7.5%	**9**	7.6%
20-24	1	7.7%	4	19.0%	5	9.6%	3	10.0%	0	-	12	11.3%	**13**	10.9%
25-34	5	38.5%	1	4.8%	9	17.3%	6	20.0%	0	-	16	15.1%	**21**	17.6%
35-44	1	7.7%	4	19.0%	6	11.5%	6	20.0%	0	-	16	15.1%	**17**	14.3%
45-54	2	15.4%	3	14.3%	10	19.2%	6	20.0%	1	33.3%	20	18.9%	**22**	18.5%
55-64	2	15.4%	2	9.5%	7	13.5%	4	13.3%	0	-	13	12.3%	**15**	12.6%
65+	1	7.7%	3	14.3%	6	11.5%	2	6.7%	2	66.7%	13	12.3%	**14**	11.8%
Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
Total	13	100%	21	100%	52	100%	30	100%	3	100%	106	100%	**119**	100%

*Percentage of the total does not include the 'Not Stated' category.
Note: The reader is cautioned that age is missing ('Not Stated') in several collisions - interpret with caution.

Table 6-6a Pedestrians Killed and Injured by Age and Casualty Type for Previous Five Years

Table 6-6a
Pedestrians Killed and Injured by Age Group and Casualty Type: 2015-2019 Average

Age Group	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims*
0-4	<1	<1	2	2	<1	5	5	3.0%
5-9	<1	1	2	<1	<1	5	5	2.7%
10-14	-	1	4	1	-	7	7	3.8%
15-19	<1	2	6	4	<1	13	14	7.9%
20-24	2	3	8	5	1	17	19	10.8%
25-34	2	3	14	9	2	28	30	17.3%
35-44	3	4	10	9	1	25	27	15.7%
45-54	<1	3	8	8	1	21	22	12.5%
55-64	2	2	8	8	3	21	23	13.0%
65+	2	5	8	7	1	21	23	13.4%
Not Stated	-	<1	2	3	2	8	8	-
Total	13	27	74	57	12	170	183	100%

Note: Counts of pedestrians in the 2015-2019 average may not add to the total due to rounding.
*Percentage of the total does not include the 'Not Stated' category.
Note: The reader is cautioned that age is missing ('Not Stated') in several collisions - interpret with caution.

In 2020, 14% of pedestrian casualties are under the age of 20 (5% under age 10; 9% age 10 to 19), while 29% are between the ages of 20 and 34, and 33% are between the ages of 35 and 54. Adults aged 55 and older account for 24% of pedestrian victims. This distribution of pedestrian casualties by age is similar to what it is in the previous five years. In the five year (2015 to 2019) annual average, 17% of pedestrian victims are under the age of 20, 28% were age 20 to 34, 28% were age 35 to 54 and 26% were age 55 and older.

People aged 25 to 34 represent the largest proportion of pedestrians killed in 2020 (5 of 13 killed, nearly 39%). During the previous five years (2015 to 2019), people aged 35 to 44 represent the largest proportion of pedestrians killed (21%).

Figure 6-5 Proportion of Pedestrians Killed and Injured by Age Group

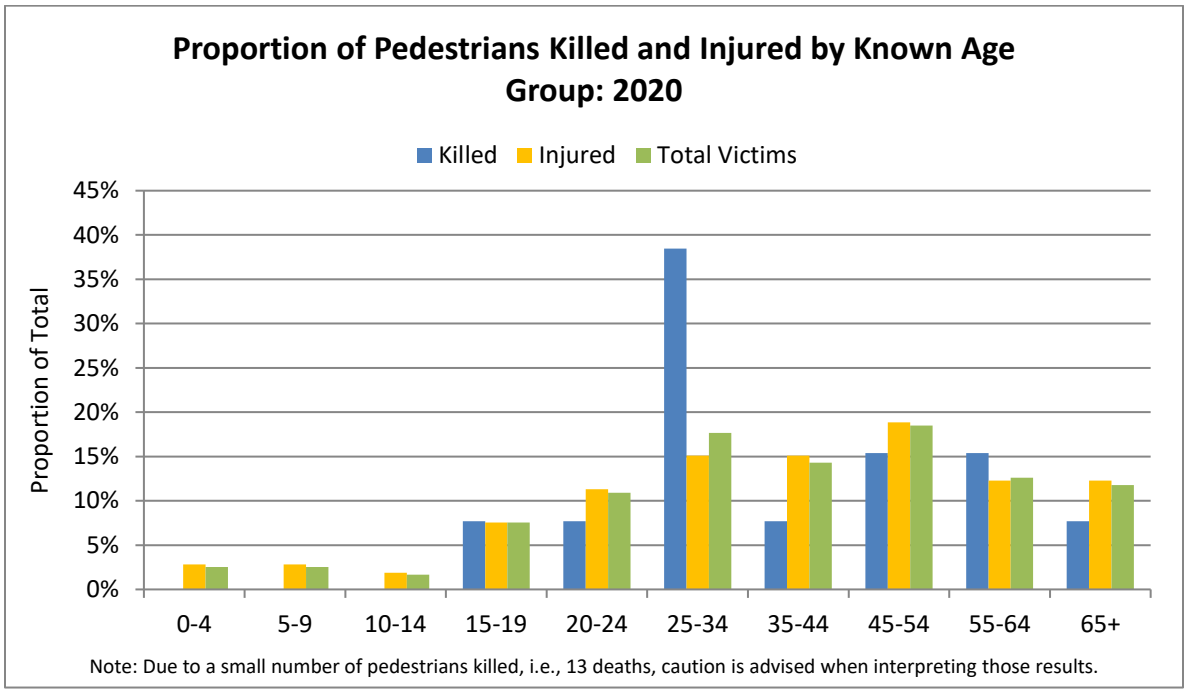


Table 6-7 Pedestrian Involvement Rate (per 100,000 People) in Traffic Collisions by Age Group

Table 6-7

Pedestrian Involvement Rate (per 100,000 People) in Traffic Collisions by Age Group: 2020, 2015-2019 Average

Age Group	2020 Casualty Type						**2020 Total Victims**	2015-2019 Average Involvement Rate		
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured		Killed	Injured	Total Victims
0-4	-	-	2.3	1.2	-	3.5	**3.5**	0.2	5.8	6.1
5-9	-	1.1	2.2	-	-	3.4	**3.4**	0.2	5.3	5.5
10-14	-	1.1	1.1	-	-	2.3	**2.3**	-	8.0	8.0
15-19	1.2	2.4	4.9	2.4	-	9.8	**11.0**	0.9	15.3	16.3
20-24	1.1	4.5	5.6	3.4	-	13.4	**14.6**	2.1	17.8	19.9
25-34	2.5	0.5	4.6	3.0	-	8.1	**10.7**	1.2	14.7	15.9
35-44	0.5	2.2	3.3	3.3	-	8.7	**9.2**	1.5	14.2	15.7
45-54	1.2	1.8	6.0	3.6	0.6	11.9	**13.1**	0.5	12.1	12.5
55-64	1.1	1.1	4.0	2.3	-	7.4	**8.5**	0.9	12.4	13.4
65+	0.4	1.3	2.6	0.9	0.9	5.7	**6.2**	1.1	10.3	11.4
Total	0.9	1.5	3.7	2.2	0.2	7.6	**8.6**	0.9	12.6	13.5

In 2020, Manitobans aged 20 to 24 have the highest pedestrian involvement rate (per 100,000 people) in traffic collisions, at 14.6 (19.9 in the previous five years), followed by those aged 45 to 54 at 13.1 (12.5 in the previous five years).

Table 6-8 Pedestrian Action and Casualty Type

Table 6-8
Pedestrian Action and Casualty Type: 2020

Pedestrian Action	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims*
	Killed	% of Total Killed*	Serious Injury	% of Total Serious Injury*	Minor Injury	% of Total Minor Injury*	Minimal Injury	% of Total Minimal Injury*	Other Injury	% of Total Other Injury*	Total Injured	% of Total Injured*		
At intersection, with right of way	0	-	6	40.0%	17	50.0%	11	47.8%	1	33.3%	35	46.7%	**35**	40.2%
At intersection, without right of way	0	-	0	-	3	8.8%	1	4.3%	0	-	4	5.3%	**4**	4.6%
At intersection, no traffic control	1	8.3%	0	-	1	2.9%	2	8.7%	0	-	3	4.0%	**4**	4.6%
Between intersections	0	-	0	-	2	5.9%	0	-	0	-	2	2.7%	**2**	2.3%
Walking along roadway against traffic	0	-	2	13.3%	1	2.9%	0	-	0	-	3	4.0%	**3**	3.4%
Walking along roadway with traffic	1	8.3%	1	6.7%	0	-	0	-	1	33.3%	2	2.7%	**3**	3.4%
On sidewalk/median/safety zone	0	-	2	13.3%	3	8.8%	0	-	0	-	5	6.7%	**5**	5.7%
Walking on roadway (travelled portion)	6	50.0%	0	-	0	-	1	4.3%	0	-	1	1.3%	**7**	8.0%
From behind vehicle/object on roadside	0	-	1	6.7%	3	8.8%	1	4.3%	0	-	5	6.7%	**5**	5.7%
Running into roadway	2	16.7%	0	-	0	-	0	-	0	-	0	-	**2**	2.3%
Getting on/off vehicle	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
Pushing/working on vehicle	1	8.3%	0	-	0	-	0	-	0	-	0	-	**1**	1.1%
Playing on roadway	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
Working on roadway	0	-	0	-	0	-	1	4.3%	0	-	1	1.3%	**1**	1.1%
Lying on roadway	1	8.3%	0	-	0	-	0	-	0	-	0	-	**1**	1.1%
Other	0	-	3	20.0%	4	11.8%	6	26.1%	1	33.3%	14	18.7%	**14**	16.1%
Unknown	1	-	6	-	18	-	7	-	0	-	31	-	**32**	-
Total	13	100%	21	100%	52	100%	30	100%	3	100%	106	100%	**119**	100%

*Percentage of the total has been rebased to exclude the 'unknown' category.

Table 6-8a Pedestrian Action and Casualty Type for the Previous Five Years

Table 6-8a
Pedestrian Action and Casualty Type: 2015-2019 Average

Pedestrian Action	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims*
At intersection, with right of way	2	8	23	21	2	54	56	42.6%
At intersection, without right of way	<1	1	3	2	<1	6	7	5.2%
At intersection, no traffic control	<1	<1	3	2	<1	6	6	4.9%
Between intersections	<1	2	5	3	<1	11	11	8.7%
Walking along roadway against traffic	<1	1	<1	<1	-	2	2	1.5%
Walking along roadway with traffic	<1	<1	<1	<1	<1	1	2	1.2%
On sidewalk/median/safety zone	<1	<1	2	4	<1	6	6	4.7%
Walking on roadway (travelled portion)	2	<1	1	<1	<1	3	4	3.4%
From behind vehicle/object on roadside	-	<1	2	1	<1	3	3	2.4%
Running into roadway	1	<1	1	<1	-	2	3	2.4%
Getting on/off vehicle	<1	<1	-	<1	-	1	1	0.6%
Pushing/working on vehicle	-	-	-	<1	-	0	0	0.2%
Playing on roadway	-	<1	<1	<1	-	1	1	0.5%
Working on roadway	-	<1	-	-	-	0	0	0.2%
Lying on roadway	<1	<1	-	-	-	0	1	0.8%
Other	<1	3	12	10	2	26	27	20.8%
Unknown	4	7	21	12	7	47	52	-
Total	13	27	74	57	12	170	183	100%

Note: Counts of pedestrians in the 2015-2019 average may not add to the total due to rounding.
*Percentage of the total has been rebased to exclude the 'unknown' category.

Where the actions of the pedestrian immediately prior to the collision are known, most pedestrian casualties in 2020 occur when the pedestrian is:

- At an intersection, crossing with the right of way (40% of pedestrian casualties);
- Walking on roadway (travelled portion) (8% of pedestrian casualties);
- On sidewalk/median/safety zone (6% of pedestrian casualties); and,
- From behind vehicle/object on roadside (6% of pedestrian casualties).

For the 13 pedestrians killed in traffic collisions in 2020, 6 were walking on roadway, 2 were running into roadway, 1 was at an intersection with no traffic control, 1 was walking along roadway with traffic, 1 was pushing/working on vehicle, and 1 was lying on roadway. For one of the 13 pedestrians killed, no pedestrian action was recorded.

SECTION 7 – Vehicle Involvement

Introduction

This section counts the number of vehicles involved in traffic collisions. Vehicle involvement in a collision is calculated for each vehicle type (such as passenger vehicles, vans, pick-up trucks, types of emergency vehicles). Vehicles involved in collisions that were, or were not, transporting hazardous loads and the nature of these loads is also indicated.

Key Highlights

In 2020, there are 57,175 vehicles involved in traffic collisions. Of these:

- 112 are involved in fatal collisions;
- 9,602 are involved in injury collisions; and,
- 47,461 are involved in PDO collisions.

Vehicle involvement in traffic collisions per 10,000 registered vehicles (vehicle involvement rate) has decreased in 2020 compared to 2019 and the previous five year (2015 to 2019) annual average. The vehicle involvement rate in collisions in 2020 for:

- Total collisions is 611.4 – decreased by nearly 23% from 2019 and by 19% from the previous five years;
- Fatal collisions is 1.2 – increased by 12% from 2019 but relatively unchanged from the previous five years;
- Injury collisions is 102.7 – decreased by 38% from 2019 and by 43% from the previous five years; and,
- PDO collisions is 507.6 – decreased by 19% from 2019 and by 12% from the previous five years.

Light duty vehicles, including passenger vehicles, minivans, and light trucks, represent 96% of the vehicles involved in all traffic collisions in 2020, the same as the previous five year (2015 to 2019) annual average (97%). Commercial vehicles represent 3% of the vehicles involved (the same as in the previous five years) while motorcycles, scooters, and mopeds represent 0.3% of the vehicles involved (the same as in the previous five years).

Major Elements Examined

Counts of vehicles involved in collisions in Manitoba for 2020 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

It is important to note that the number of collisions is not equal to the number of vehicles involved in those collisions. All collisions reported involve at least one vehicle, but may involve more than one as well.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2015 to 2019. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and vehicle involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

"Vehicles"

- The number of vehicles involved in collisions. It excludes pedestrians, but includes automobiles, trucks, vans, buses, mobility vehicles, motorcycles, scooters, mopeds, bicycles, off-road vehicles, farm and construction equipment, and trains.

"Collision Severity"

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

"Fatal Collision"

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

"Injury Collision"

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required).

"Property Damage Only (PDO) Collision"

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

"Vehicle Involvement Rate"

- A calculation of the number of vehicles involved in traffic collisions for every 10,000 vehicles registered in Manitoba. The total number of vehicles registered is based on a point-in-time observation of the number of vehicles registered in specific vehicle classes. More detail regarding the methodology used to count registered vehicles can be found in "*Section 3 Vehicle Registrations*" of this report.

"Light Duty Vehicles"

- A classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: passenger vehicles (automobile), mini/multi-purpose van, van under 4,500 kg, and pick-up under 4,500 kg.

"NSC Commercial Vehicles"

- The National Safety Code (NSC) classification of vehicles is a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: "Truck greater than 4,500 kilograms (unit chassis)", "Power Unit for Semi-Trailer", "Truck (Other)" (where the type and size of truck is unknown), "School Bus", "Transit Bus (Urban)", "Inter-City Bus", and "Bus (Other)". These vehicles bear a National Safety Code Number and are entered onto the National Safety Code Collision Monitoring Report.

"PSV Vehicles"

- Also known as 'public service vehicles', a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: "Other school vehicle", and "Emergency vehicles", including ambulance, fire and police vehicles.

Table 7-1 Historical Summary of Vehicles Involved in Traffic Collisions

Table 7-1
Historical Summary of Vehicles Involved in Traffic Collisions: 2010 to 2020

Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2010	110	-	9,358	-	35,511	-	44,979	-
2011	141	28.2%	10,956	17.1%	42,419	19.5%	53,516	19.0%
2012	126	-10.6%	14,802	35.1%	44,628	5.2%	59,556	11.3%
2013	111	-11.9%	15,663	5.8%	48,542	8.8%	64,316	8.0%
2014	95	-14.4%	16,233	3.6%	45,949	-5.3%	62,277	-3.2%
2015	106	11.6%	16,184	-0.3%	45,421	-1.1%	61,711	-0.9%
2016	143	34.9%	16,927	4.6%	48,993	7.9%	66,063	7.1%
2017	88	-38.5%	16,748	-1.1%	55,219	12.7%	72,055	9.1%
2018	98	11.4%	15,975	-4.6%	54,171	-1.9%	70,244	-2.5%
2019	99	1.0%	15,276	-4.4%	57,912	6.9%	73,287	4.3%
2020	**112**	**13.1%**	**9,602**	**-37.1%**	**47,461**	**-18.0%**	**57,175**	**-22.0%**
2015-2019 Average*	107	4.9%	16,222	-40.8%	52,343	-9.3%	68,672	-16.7%

* "% change" in this line compares the current year to the 5-year average

In 2020, there are 57,175 vehicles involved in traffic collisions. Of these:

- 112 are involved in fatal collisions;
- 9,602 are involved in injury collisions; and,
- 47,461 are involved in PDO collisions.

Overall, there are fewer vehicles involved in traffic collisions in 2020 (57,175) than in 2019 (73,287), and the previous five year (2015 to 2019) annual average (68,672). In 2020, there are:

- 16,112 fewer vehicles involved in total collisions than in 2019 (a 22% decrease) and 11,497 fewer than in the previous five year average (a 17% decrease);
- 13 more vehicle involved in fatal collisions than in 2019 (a 13% increase) and 5 more than in the previous five years (a 5% increase);
- 5,674 fewer vehicles involved in injury collisions compared to 2019 (a 37% decrease) and 6,620 fewer than in the previous five years (a 41% decrease); and,
- 10,451 fewer vehicles involved in PDO collisions compared to 2019 (an 18% decrease) and 4,882 fewer than in the previous five years (a 9% decrease).

Table 7-2 Historical Summary of Vehicle Involvement Rate (per 10,000 Registered Vehicles) in Traffic Collisions

Table 7-2
Historical Summary of Vehicle Involvement Rate (per 10,000 Registered Vehicles) in Traffic Collisions: 2010 to 2020

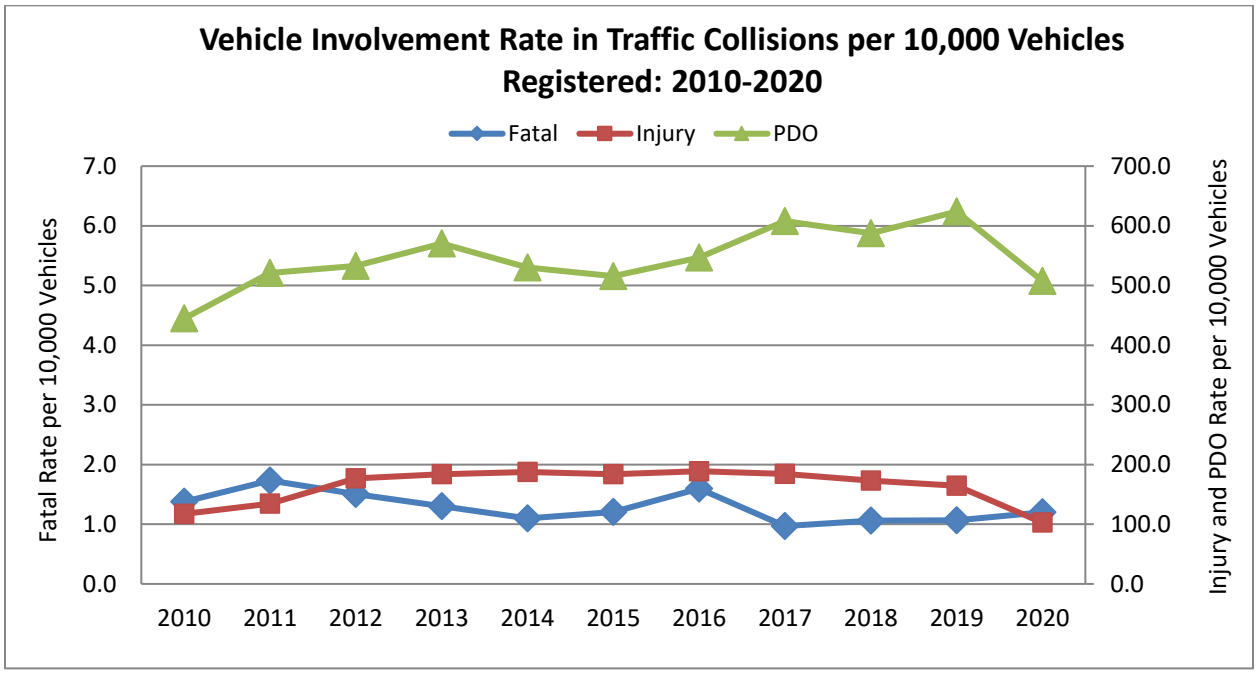
Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2010	1.4	-	117.2	-	444.7	-	563.3	-
2011	1.7	25.7%	134.6	14.9%	521.2	17.2%	657.5	16.7%
2012	1.5	-13.2%	176.7	31.3%	532.8	2.2%	711.0	8.1%
2013	1.3	-13.3%	184.0	4.1%	570.3	7.0%	755.6	6.3%
2014	1.1	-15.9%	187.4	1.8%	530.3	-7.0%	718.8	-4.9%
2015	1.2	9.8%	183.8	-1.9%	515.9	-2.7%	700.9	-2.5%
2016	1.6	32.5%	188.8	2.7%	546.5	5.9%	737.0	5.1%
2017	1.0	-39.3%	184.4	-2.3%	608.0	11.3%	793.4	7.7%
2018	1.1	9.7%	173.2	-6.1%	587.3	-3.4%	761.6	-4.0%
2019	1.1	0.4%	164.6	-5.0%	623.8	6.2%	789.4	3.7%
2020	**1.2**	**12.3%**	**102.7**	**-37.6%**	**507.6**	**-18.6%**	**611.4**	**-22.5%**
2015-2019 Average*	1.2	1.6%	179.0	-42.6%	576.3	-11.9%	756.5	-19.2%

* "% change" in this line compares the current year to the 5-year average

Vehicle involvement in traffic collisions per 10,000 registered vehicles (vehicle involvement rate) has decreased in 2020 compared to 2019 and the previous five year (2015 to 2019) annual average. The vehicle involvement rate in collisions in 2020 for:

- Total collisions is 611.4 – decreased by nearly 23% from 2019 and by 19% from the previous five years;
- Fatal collisions is 1.2 – increased by 12% from 2019 but relatively unchanged from the previous five years;
- Injury collisions is 102.7 – decreased by 38% from 2019 and by 43% from the previous five years; and,
- PDO collisions is 507.6 – decreased by 19% from 2019 and by 12% from the previous five years.

Figure 7-1 Vehicle Involvement Rate (per 10,000 Registered Vehicles) in Fatal, Injury and PDO Collisions



As shown in Figure 7-1, in 2020, vehicle involvement rate decreased for injury and PDO crashes, while vehicle involvement rate for fatal crashes increased slightly compared to 2019.

Table 7-3 Vehicle Types (as defined in TAR) Involved in Traffic Collisions and Collision Severity

Table 7-3

Vehicle Types (as defined in TAR) Involved in Traffic Collisions and Collision Severity: 2020, 2015-2019 Average

Vehicle Type	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Passenger vehicle (automobile)	56	50.0%	7,191	74.9%	32,663	68.8%	**39,910**	69.8%	49	12,242	36,917	49,208	71.7%
Mini/Multi-Purpose Van	7	6.3%	614	6.4%	2,719	5.7%	**3,340**	5.8%	7	1,149	3,615	4,771	6.9%
Van under 4500 kg	1	0.9%	90	0.9%	455	1.0%	**546**	1.0%	2	140	451	592	0.9%
Pick-up under 4500 kg	23	20.5%	1,221	12.7%	9,740	20.5%	**10,984**	19.2%	25	2,005	9,459	11,489	16.7%
Truck over 4500 kg (unit chassis)	3	2.7%	141	1.5%	957	2.0%	**1,101**	1.9%	4	189	937	1,130	1.6%
Power Unit for Semi-Trailer	7	6.3%	69	0.7%	413	0.9%	**489**	0.9%	9	115	400	525	0.8%
Truck/Camper	0	-	0	-	0	-	**0**	-	<1	<1	<1	0	-
Motor home	0	-	3	<0.1%	26	<0.1%	**29**	<0.1%	<1	2	26	28	<0.1%
Truck (other)	1	0.9%	10	0.1%	43	<0.1%	**54**	<0.1%	1	22	70	93	0.1%
School Bus	0	-	3	<0.1%	40	<0.1%	**43**	<0.1%	<1	11	45	56	<0.1%
Other School Vehicle	0	-	0	-	0	-	**0**	-	<1	<1	<1	0	-
Transit Bus – urban	1	0.9%	29	0.3%	32	<0.1%	**62**	0.1%	<1	53	51	104	0.2%
Para-transit Bus	0	-	0	-	0	-	**0**	-	<1	3	5	8	<0.1%
Intercity Bus	0	-	0	-	6	<0.1%	**6**	<0.1%	<1	2	11	13	<0.1%
Bus (other)	0	-	15	0.2%	56	0.1%	**71**	0.1%	<1	18	71	89	0.1%
Motorcycle/Scooter	7	6.3%	113	1.2%	71	0.1%	**191**	0.3%	5	131	57	193	0.3%
Moped	0	-	5	<0.1%	2	<0.1%	**7**	<0.1%	<1	12	3	15	<0.1%
Bicycle	2	1.8%	83	0.9%	108	0.2%	**193**	0.3%	2	107	135	244	0.4%
Ambulance	0	-	5	<0.1%	41	<0.1%	**46**	<0.1%	<1	4	18	22	<0.1%
Fire	0	-	3	<0.1%	79	0.2%	**82**	0.1%	<1	12	61	73	0.1%
Police	0	-	0	-	0	-	**0**	-	<1	<1	<1	0	-
Mobility Vehicle	0	-	0	-	0	-	**0**	-	<1	<1	<1	0	<0.1%
Motorized Snow Vehicle HTA	0	-	0	-	1	<0.1%	**1**	<0.1%	<1	<1	<1	0	<0.1%
Farm Equipment	0	-	1	<0.1%	0	-	**1**	<0.1%	<1	<1	<1	1	<0.1%
Construction Equipment	0	-	1	<0.1%	2	<0.1%	**3**	<0.1%	<1	<1	1	1	<0.1%
Train/Other Rail Vehicle	3	2.7%	0	-	0	-	**3**	<0.1%	<1	<1	<1	0	-
Off-Road Vehicles	1	0.9%	4	<0.1%	3	<0.1%	**8**	<0.1%	<1	5	7	13	<0.1%
Total	112	100%	9,601	100%	47,457	100%	**57,170**	100%	104	16,221	52,341	68,669	100%

Note: Counts of vehicles in the 2015-2019 average may not add to the total due to rounding.
Note: Some vehicles are not identified by vehicle type due to a hit and run scenario.

Table 7-4 Combined Select Vehicle Categories Involved in Traffic Collisions by Collision Severity

Table 7-4

Vehicle Types (Combined Select Categories) Involved in Traffic Collisions and Collision Severity: 2020, 2015-2019 Average

Vehicle Type	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Light Duty Vehicles	87	81.3%	9,116	95.8%	45,577	96.3%	**54,780**	96.2%	83	15,535	50,441	66,059	96.6%
Passenger vehicles	64	59.8%	7,895	83.0%	35,837	75.7%	**43,796**	76.9%	58	13,530	40,983	54,571	79.8%
Light trucks	23	21.5%	1,221	12.8%	9,740	20.6%	**10,984**	19.3%	25	2,005	9,459	11,489	16.8%
NSC Commercial Vehicles	12	11.2%	267	2.8%	1,547	3.3%	**1,826**	3.2%	15	413	1,591	2,019	3.0%
PSV Vehicles	0	-	8	<0.1%	120	0.3%	**128**	0.2%	0	15	80	95	0.1%
Motorcycle/Moped/Scooter	7	6.5%	118	1.2%	73	0.2%	**198**	0.3%	5	143	60	208	0.3%
Off-Road vehicles	1	0.9%	4	<0.1%	3	<0.1%	**8**	<0.1%	<1	5	7	13	<0.1%

Note: Counts of vehicles in the 2015-2019 average may not add to the total due to rounding.
Note: Some vehicles are not identified by vehicle type due to a hit and run scenario.
Note: The above categories are not an exhaustive list. Only primary vehicle types are included; vehicle types such as trains, bicycles, truck/camper units and motor homes are not.

Table 7-5 Vehicle Involvement (per 10,000 Registered Vehicles) in Traffic Collision by Combined Vehicle Types and Collision Severity

Table 7-5

Vehicle Involvement (per 10,000 Registered Vehicles) in Traffic Collisions by Combined Vehicle Types and Collision Severity: 2020, 2015-2019 Average

Vehicle Type	2020 Collision Severity				2015-2019 Average			
	Fatal	Injury	PDO	**2020 Total**	Fatal	Injury	PDO	Total
Light Duty Vehicles	1.2	123.2	616.0	**740.4**	1.1	214.4	696.0	911.6
Passenger vehicles	1.1	134.9	612.3	**748.3**	1.0	236.5	716.4	953.9
Light trucks	1.5	79.0	630.0	**710.5**	1.7	131.3	619.8	752.8
NSC Commercial Vehicles	1.0	21.4	124.1	**146.5**	1.5	41.2	158.6	201.3
Motorcycle/Moped/Scooter	4.4	74.5	46.1	**124.9**	3.3	95.3	39.6	138.2

Light duty vehicles, including passenger vehicles, minivans, and light trucks, represent 96% of the vehicles involved in all traffic collisions in 2020, the same as the previous five year (2015 to 2019) annual average (97%). Commercial vehicles represent 3% of the vehicles involved (the same as in the previous five years) while motorcycles, scooters, and mopeds represent 0.3% of the vehicles involved (the same as in the previous five years). Few PSV vehicles and off-road vehicles are recorded as being involved in traffic collisions in 2020 (only 128 and 8 in total, respectively).

Light duty vehicles have the highest vehicle involvement rate (per 10,000 registered vehicles) among all the vehicle types examined. Light duty vehicles (passenger vehicles and light trucks, combined) have an involvement rate of 740.4 in 2020 and 911.6 in the previous five year (2015 to 2019) annual average. NSC commercial vehicles have an involvement rate of 146.5 in 2020 and 201.3 in the previous five years. Motorcycles (including scooters and mopeds) have a rate of involvement of 124.9 in 2020 and 138.2 for the previous five year (2015 to 2019) annual average.

Motorcycles (including scooters and mopeds) are much more likely than light duty vehicles to be involved in a fatal collision. In 2020, motorcycles have an involvement rate of 4.4 in fatal collisions, almost four times the involvement rate of light duty vehicles in fatal collisions (1.2). In the previous five year (2015 to 2019) annual average, motorcycles had a vehicle involvement rate of 3.3 in fatal collisions, three times the rate of light duty vehicles.

NOTE: No vehicle involvement rate for off-road vehicles (ORV) is calculated due to difficulty in developing a reliable and accurate population count of these vehicles.

SECTION 8 – Driver Involvement

Introduction

This section counts the number of drivers involved in traffic collisions and breaks this down by age and gender of the driver. The rate of involvement (per 10,000 licensed drivers) in traffic collisions is also detailed.

Key Highlights

In 2020, there are 54,037 drivers involved in traffic collisions. Of these:

- 105 are involved in fatal collisions;
- 9,459 are involved in injury collisions; and,
- 44,473 are involved in PDO collisions.

Drivers aged 16 to 24, 25 to 34, and those age 35 to 44 account for the largest proportions of drivers (by age group) involved in traffic collisions in 2020.

Young drivers have a much higher rate of involvement in traffic collisions than older drivers. In 2020, drivers aged 16 to 24 years old have an involvement rate (per 10,000 licensed drivers) in traffic collisions of 799.1. This is:

- 1.1 times that of drivers aged 25 to 34 (rate of 699.1);
- 1.3 times that of drivers aged 35 to 44 (rate of 635.4);
- 1.3 times that of drivers aged 45 to 54 (rate of 596.0);
- 1.7 times that of drivers aged 55 to 64 (rate of 476.4); and,
- Two-and-a-half times that of drivers aged 65 and older (rate of 321.8).

The majority of drivers involved in traffic collisions are male. Among all drivers involved in traffic collisions in 2020 where the driver gender is known, 63% are male and 37% are female.

- Fatal collisions: 82% are male drivers, 18% are female drivers
- Injury collisions: 55% are male drivers, 45% are female drivers
- PDO collisions: 65% are male drivers, 35% are female drivers

The rate of involvement for men in traffic collisions in 2020 is 699.2, one-and-a-half times that of women (439.6). Driver involvement rates in 2020:

- Fatal collisions: male rate – 1.8, female rate – 0.4
- Injury collisions: male rate – 106.8, female rate – 93.7
- PDO collisions: male rate – 590.7, female rate – 345.5

The reader should note that neither the count of drivers involved in collisions nor the calculated rate of involvement takes into account exposure to risk in terms of hours of driving, kilometres driven, or driving situations.

Major Elements Examined

Counts of drivers involved in collisions in Manitoba for 2020 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

It is important to note that the number of collisions is not equal to the number of drivers involved in those collisions; nor is the number of vehicles involved in collisions. Some collisions involve more than one driver while others involve a single driver; the number of drivers will not equal the number of collisions. Likewise, not every vehicle involved in a collision will have a driver. Some collisions involve parked vehicles while others may involve driverless vehicles, such as construction or farm equipment (a full definition of what constitutes a "driver" for this report is provided under the "*Terms and Definitions*" heading). As there are more drivers involved in collisions than collisions overall, involvement rates calculated based on the number of drivers will be higher than the involvement rates calculated based on the number of collisions.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2015 to 2019. Rounding errors in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

"Drivers"

- The number of drivers involved in collisions. It excludes pedestrians, bicyclists, snowmobiles, off-road vehicles, farm and construction equipment, trains and parked vehicles.

"Collision Severity"

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

"Fatal Collision"

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

"Injury Collision"

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required).

"Property Damage Only (PDO) Collision"

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

"Driver Involvement Rate"

- A calculation of the number of drivers involved in traffic collisions for every 10,000 drivers licensed in Manitoba. The total number of drivers licensed to drive includes both active and suspended drivers. This involvement rate does not take into account the number of vehicle kilometres driven by each driver group. More detail regarding the methodology used to count licensed drivers can be found in "*Section 2 Licensed Drivers*" of this report.

Table 8-1 Historical Summary of Drivers Involved in Traffic Collisions

Table 8-1
Historical Summary of Drivers Involved in Traffic Collisions: 2010 to 2020

Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2010	105	-	8,969	-	33,236	-	42,310	-
2011	130	23.8%	10,644	18.7%	40,505	21.9%	51,279	21.2%
2012	119	-8.5%	14,696	38.1%	44,062	8.8%	58,877	14.8%
2013	106	-10.9%	15,539	5.7%	47,856	8.6%	63,501	7.9%
2014	90	-15.1%	16,120	3.7%	45,084	-5.8%	61,294	-3.5%
2015	103	14.4%	16,088	-0.2%	43,525	-3.5%	59,716	-2.6%
2016	138	34.0%	16,753	4.1%	46,948	7.9%	63,839	6.9%
2017	85	-38.4%	16,531	-1.3%	51,831	10.4%	68,447	7.2%
2018	95	11.8%	15,752	-4.7%	50,759	-2.1%	66,606	-2.7%
2019	97	2.1%	15,095	-4.2%	54,372	7.1%	69,564	4.4%
2020	**105**	**8.2%**	**9,459**	**-37.3%**	**44,473**	**-18.2%**	**54,037**	**-22.3%**
2015-2019 Average*	104	1.4%	16,044	-41.0%	49,487	-10.1%	65,634	-17.7%

* "% change" in this line compares the current year to the 5-year average

In 2020, there are 54,037 drivers involved in traffic collisions. Of these:

- 105 are involved in fatal collisions;
- 9,459 are involved in injury collisions; and,
- 44,473 are involved in PDO collisions.

Overall, the number of drivers involved in traffic collisions in 2020 decreased from 2019 (down 22%) and from the previous five year (2015 to 2019) annual average (down 18%). In 2020, there are:

- 15,527 fewer drivers involved in total collisions than in 2019 and 11,597 fewer than in the previous five years;
- 8 more drivers involved in fatal collisions than in 2019 (an 8% increase) and 1 more than in the previous five years (a 1% increase);
- 5,636 fewer drivers involved in injury collisions compared to 2019 (a 37% decrease) and 6,585 fewer than in the previous five years (a 41% decrease); and,
- 9,899 fewer drivers involved in PDO collisions compared to 2019 (an 18% decrease) and 5,014 fewer than in the previous five years (a 10% decrease).

Table 8-2 Historical Summary of Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions

Table 8-2

Historical Summary of Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions: 2010 to 2020

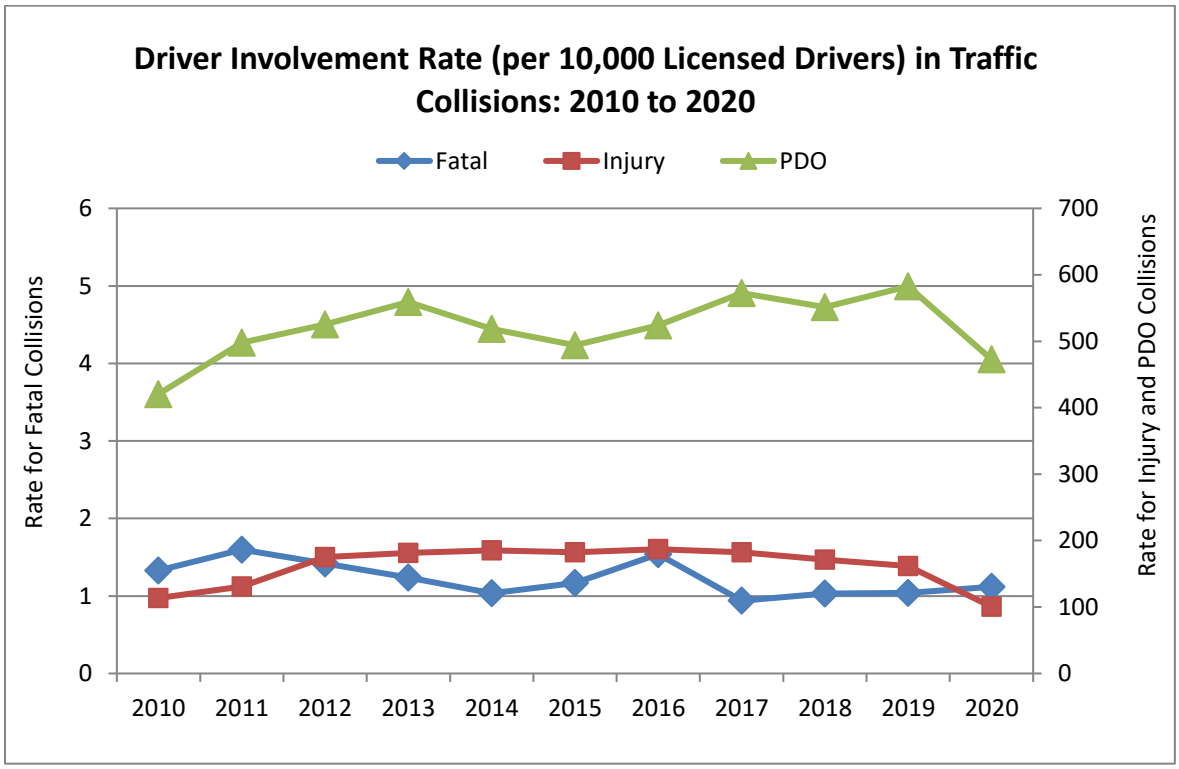
Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2010	1.3	-	113.5	-	420.5	-	535.3	-
2011	1.6	20.3%	130.8	15.3%	497.8	18.4%	630.2	17.7%
2012	1.4	-11.2%	175.3	34.0%	525.5	5.6%	702.2	11.4%
2013	1.2	-12.7%	181.6	3.6%	559.2	6.4%	742.0	5.7%
2014	1.0	-16.4%	185.4	2.1%	518.7	-7.2%	705.1	-5.0%
2015	1.2	12.9%	182.5	-1.6%	493.9	-4.8%	677.6	-3.9%
2016	1.5	31.8%	187.0	2.4%	524.0	6.1%	712.6	5.2%
2017	0.9	-39.1%	182.6	-2.4%	572.5	9.2%	756.0	6.1%
2018	1.0	9.9%	171.1	-6.3%	551.5	-3.7%	723.7	-4.3%
2019	1.0	0.7%	161.8	-5.5%	582.7	5.7%	745.5	3.0%
2020	**1.1**	**7.3%**	**100.5**	**-37.9%**	**472.6**	**-18.9%**	**574.2**	**-23.0%**
2015-2019 Average*	1.1	-2.5%	177.0	-43.2%	544.9	-13.3%	723.1	-20.6%

* "% change" in this line compares the current year to the 5-year average

The driver involvement rate (per 10,000 licensed drivers) in traffic collisions in 2020 is 574.2, a decrease of 23% compared to the rate in 2019 (745.5) and a decrease of 21% from the previous five year (2015 to 2019) annual average (723.1). In 2020, driver involvement in:

- Fatal collisions (1.1) increased by 7% from 2019 and stayed relatively unchanged compared to the previous five years;
- Injury collisions (100.5) decreased by 38% from 2019 and by 43% compared to the previous five years; and,
- PDO collisions (472.6) decreased by 19% from 2019 and by 13% compared to the previous five years.

Figure 8-1 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Severity



As shown in Figure 8-1, in 2020, driver involvement rate decreased for injury and PDO crashes, while driver involvement rate for fatal crashes increased slightly compared to 2019.

The increases in driver involvement in injury and PDO collisions since 2011 are at least partially attributable to changes in the reporting structure that took effect in 2011. However, changes in driver involvement in fatal collisions cannot be attributed to this reporting structure change.

Table 8-3 Drivers Involved in Traffic Collisions by Age Group and Collision Severity

Table 8-3

Drivers Involved in Traffic Collisions by Age Group and Collision Severity: 2020, 2015-2019 Average

Age Group	2020 Collision Severity						**2020 Total Collisions**	% of 2020 Total Collisions*	2015-2019 Average Count of Drivers				
	Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*			Fatal	Injury	PDO	Total	% of Total Collisions*
<16	0	-	3	<0.1%	17	<0.1%	**20**	<0.1%	0	20	48	68	0.1%
16-19	14	13.5%	613	6.5%	2,833	6.4%	**3,460**	6.4%	11	1,106	3,518	4,635	7.1%
20-24	12	11.5%	1,042	11.0%	5,230	11.8%	**6,284**	11.6%	11	1,890	6,150	8,052	12.3%
25-34	21	20.2%	2,083	22.0%	9,608	21.6%	**11,712**	21.7%	20	3,484	10,516	14,020	21.4%
35-44	18	17.3%	1,852	19.6%	8,375	18.9%	**10,245**	19.0%	15	3,105	9,044	12,164	18.6%
45-54	9	8.7%	1,566	16.6%	7,198	16.2%	**8,773**	16.3%	19	2,797	8,155	10,972	16.7%
55-64	16	15.4%	1,271	13.4%	6,208	14.0%	**7,495**	13.9%	13	2,092	6,539	8,644	13.2%
65+	14	13.5%	1,027	10.9%	4,938	11.1%	**5,979**	11.1%	14	1,537	5,409	6,960	10.6%
Not Stated	1	-	2	-	66	-	**69**	-	0	12	107	119	-
Total*	**105**	**100%**	**9,459**	**100%**	**44,473**	**100%**	**54,037**	100%	104	16,044	49,487	65,634	100%

*Percentage of the total does not include the 'not stated' category.
Note: Counts of drivers in the 2015-2019 average may not add to the total due to rounding.

Drivers aged 16 to 24, 25 to 34, and those age 35 to 44 account for the largest proportions of drivers (by age group) involved in traffic collisions in 2020. Overall, these proportions are very similar to previous years.

- Total collisions: aged 16 to 24 – 18%; aged 25 to 34 – 22%; aged 35 to 44 – 19%; aged 45 to 54 – 16%; aged 55 to 64 – 14%; aged 65 and older – 11%.
- Fatal collisions: aged 16 to 24 – 25%; aged 25 to 34 – 20%; aged 35 to 44 – 17%; aged 45 to 54 – 9%; aged 55 to 64 – 15%; aged 65 and older – nearly 14%.
- Injury collisions: aged 16 to 24 – nearly 18%; aged 25 to 34 – 22%; aged 35 to 44 – 20%; aged 45 to 54 – 17%; aged 55 to 64 – 13%; aged 65 and older – 11%.
- PDO collisions: aged 16 to 24 – 18%; aged 25 to 34 – 22%; aged 35 to 44 – 19%; aged 45 to 54 – 16%; aged 55 to 64 – 14%; aged 65 and older – 11%.

Figure 8-2 Proportion of Traffic Collisions by Driver Age and Collision Severity

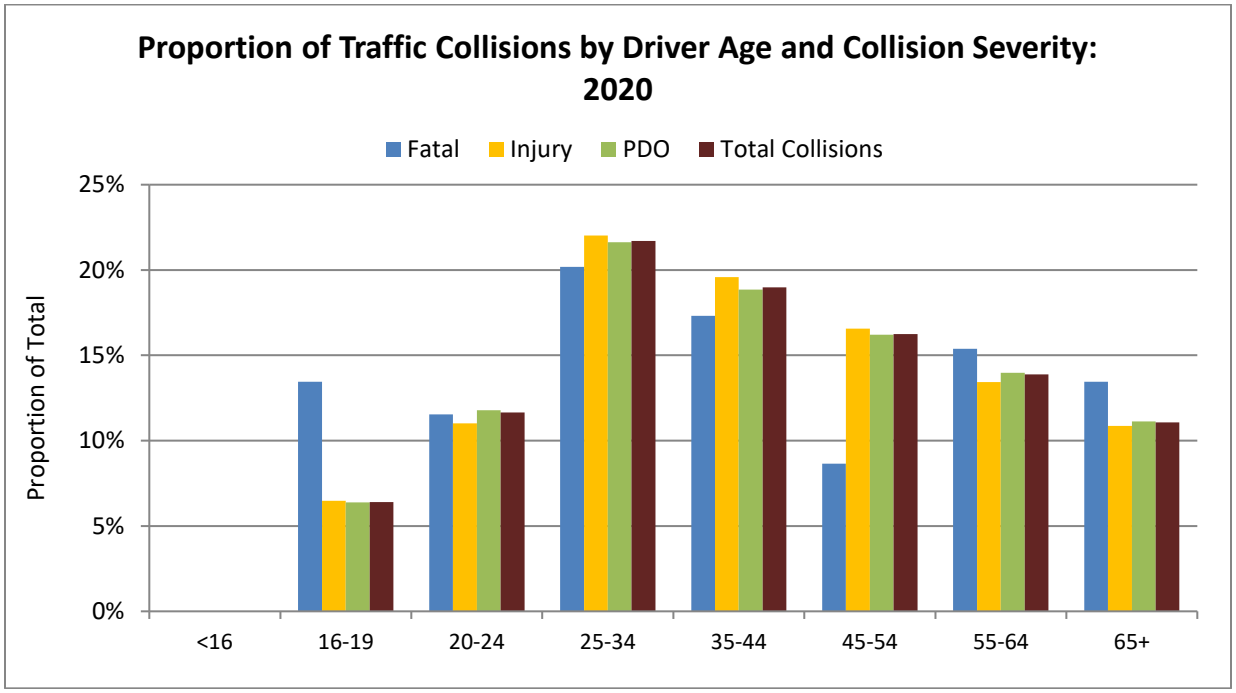


Table 8-4 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Age Group and Collision Severity

Table 8-4
Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Age Group and Collision Severity: 2020, 2015-2019 Average

Age Group	2020 Collision Severity			**2020 Total Collisions**	2015-2019 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
<16	-	-	-	**-**	-	-	-	-
16-19	3.1	133.7	617.7	**754.5**	2.2	231.8	737.2	971.2
20-24	1.6	137.0	687.5	**826.0**	1.5	252.3	821.0	1,074.8
25-34	1.3	124.3	573.5	**699.1**	1.3	216.7	654.2	872.1
35-44	1.1	114.9	519.4	**635.4**	1.0	204.6	595.9	801.4
45-54	0.6	106.4	489.0	**596.0**	1.2	183.3	534.3	718.7
55-64	1.0	80.8	394.6	**476.4**	0.8	137.5	429.9	568.3
65+	0.8	55.3	265.7	**321.8**	0.9	91.9	323.3	416.1

Recognizing that counts of drivers involved in collisions could be impacted either positively or negatively by changing population statistics, involvement rates per 10,000 licensed drivers are examined to provide a standardized collision rate comparison. This eliminates the effect of changing population size and focuses on how many drivers are involved in collisions instead of simply a raw count of drivers. Further, in the absence of the number of kilometres driven, the driver involvement rate acts as a proxy for exposure to collision risk.

Young drivers have a much higher rate of involvement in traffic collisions than older drivers. In 2020, drivers aged 16 to 24 years old have an involvement rate (per 10,000 licensed drivers) in traffic collisions of 799.1. This is:

- 1.1 times that of drivers aged 25 to 34 (rate of 699.1);
- 1.3 times that of drivers aged 35 to 44 (rate of 635.4);
- 1.3 times that of drivers aged 45 to 54 (rate of 596.0);
- 1.7 times that of drivers aged 55 to 64 (rate of 476.4); and,
- Two-and-a-half times that of drivers aged 65 and older (rate of 321.8).

Table 8-5 Drivers Involved in Traffic Collisions by Gender and Age Group and Collision Severity

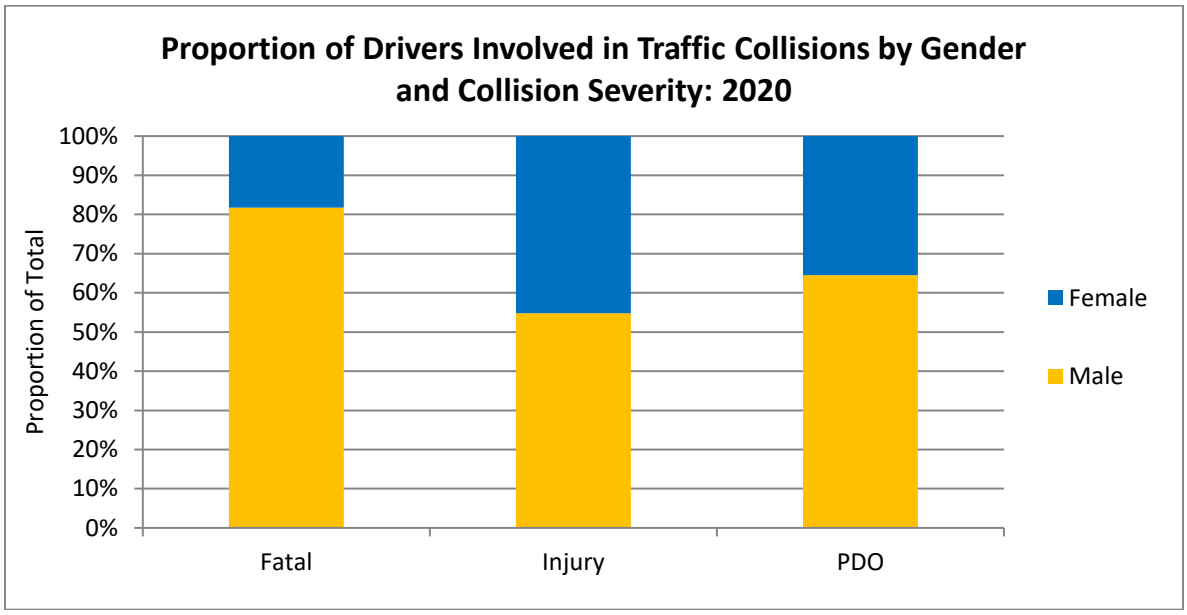
Table 8-5

Total Drivers Involved in Traffic Collisions by Gender and Age Group and Collision Severity: 2020, 2015-2019 Average

Gender - Age Group		2020 Collision Severity						**2020 Total Collisions**	% of 2020 Total Collisions*	2015-2019 Average Count of Drivers				
		Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*			Fatal	Injury	PDO	Total	% of Total Collisions*
Female	<16	0	-	2	<0.1%	8	<0.1%	**10**	<0.1%	<1	7	20	28	0.1%
	16-19	4	21.1%	267	6.3%	1,113	7.1%	**1,384**	6.9%	3	518	1,322	1,843	7.1%
	20-24	4	21.1%	438	10.3%	1,746	11.1%	**2,188**	10.9%	3	895	2,265	3,163	12.2%
	25-34	4	21.1%	944	22.1%	3,494	22.2%	**4,442**	22.2%	6	1,670	3,999	5,674	21.9%
	35-44	3	15.8%	905	21.2%	3,135	19.9%	**4,043**	20.2%	3	1,514	3,503	5,020	19.3%
	45-54	1	5.3%	731	17.1%	2,520	16.0%	**3,252**	16.2%	5	1,326	3,038	4,368	16.8%
	55-64	3	15.8%	563	13.2%	2,097	13.3%	**2,663**	13.3%	3	949	2,335	3,287	12.7%
	65+	0	-	421	9.9%	1,627	10.3%	**2,048**	10.2%	3	641	1,934	2,578	9.9%
	Not Stated	0	-	0	-	2	-	**2**	-	<1	1	10	11	-
	Total Female*	**19**	**100%**	**4,271**	**100%**	**15,742**	**100%**	**20,032**	100%	26	7,521	18,426	25,973	100%
Male	<16	0	-	1	<0.1%	9	<0.1%	**10**	<0.1%	<1	13	27	40	0.1%
	16-19	10	11.8%	346	6.7%	1,720	6.0%	**2,076**	6.1%	8	587	2,191	2,786	7.0%
	20-24	8	9.4%	604	11.7%	3,483	12.2%	**4,095**	12.1%	8	994	3,876	4,878	12.3%
	25-34	17	20.0%	1,138	22.0%	6,109	21.3%	**7,264**	21.4%	14	1,812	6,513	8,340	21.1%
	35-44	15	17.6%	946	18.2%	5,239	18.3%	**6,200**	18.3%	12	1,591	5,539	7,141	18.1%
	45-54	8	9.4%	835	16.1%	4,677	16.3%	**5,520**	16.3%	14	1,472	5,116	6,602	16.7%
	55-64	13	15.3%	708	13.7%	4,111	14.3%	**4,832**	14.2%	10	1,142	4,203	5,355	13.5%
	65+	14	16.5%	606	11.7%	3,311	11.6%	**3,931**	11.6%	11	896	3,474	4,382	11.1%
	Not Stated	0	-	0	-	8	-	**8**	-	<1	3	18	20	-
	Total Male*	**85**	**100%**	**5,184**	**100%**	**28,667**	**100%**	**33,936**	100%	77	8,510	30,957	39,544	100%

*Percentage of the total does not include the 'not stated' category.
Note: Counts of drivers in the 2015-2019 average may not add to the total due to rounding.
Note: Some drivers do not have age and gender recorded and are therefore missing from the table above.

Figure 8-3 Proportion of Drivers Involved in Traffic Collisions by Gender and Collision Severity



The majority of drivers involved in traffic collisions are male. Among all drivers involved in traffic collisions in 2020 where the driver gender is known, 63% are male and 37% are female.

- Fatal collisions: 82% are male drivers, 18% are female drivers
- Injury collisions: 55% are male drivers, 45% are female drivers
- PDO collisions: 65% are male drivers, 35% are female drivers

The reader should note that the count of drivers involved in collisions does not take into account exposure to risk in terms of driving situations, hours driven or kilometres driven.

As shown in Table 8-6 (on the following page), young drivers account for the highest proportions of collisions. In particular, young male drivers account for a larger proportion of collisions than any other group of drivers. In 2020:

- Male drivers aged 16 to 24 account for 11% of all collisions, 17% of fatal collisions, 10% of injury collisions, and 12% of PDO collisions;
- Male drivers aged 25 to 34 account for nearly 14% of all collisions, 16% of fatal collisions, 12% of injury collisions, and 14% of PDO collisions;
- Female drivers aged 16 to 24 account for 7% of all collisions, 8% of fatal collisions, nearly 8% of injury collisions and 6% of PDO collisions; and,
- Female drivers aged 25 to 34 account for 8% of all collisions, 4% of fatal collisions, 10% of injury collisions and 8% of PDO collisions.

Table 8-6 Drivers Involved in Traffic Collisions by Age Group and Gender and Collision Severity

Table 8-6

Total Drivers Involved in Traffic Collisions by Age Group and Gender and Collision Severity: 2020, 2015-2019 Average

Age Group - Gender		2020 Collision Severity						**2020 Total Collisions**	% of 2020 Total Collisions*	2015-2019 Average Count of Drivers				
		Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*			Fatal	Injury	PDO	Total	% of Total Collisions*
<16	Female	0	-	2	<0.1%	8	<0.1%	**10**	<0.1%	<1	7	20	28	<0.1%
	Male	0	-	1	<0.1%	9	<0.1%	**10**	<0.1%	<1	13	27	40	<0.1%
16 to 24	Female	8	7.7%	705	7.5%	2,859	6.4%	**3,572**	6.6%	6	1,413	3,588	5,007	7.6%
	Male	18	17.3%	950	10.0%	5,203	11.7%	**6,171**	11.4%	15	1,581	6,067	7,663	11.7%
25 to 34	Female	4	3.8%	944	10.0%	3,494	7.9%	**4,442**	8.2%	6	1,670	3,999	5,674	8.7%
	Male	17	16.3%	1,138	12.0%	6,109	13.8%	**7,264**	13.5%	14	1,812	6,513	8,340	12.7%
35 to 44	Female	3	2.9%	905	9.6%	3,135	7.1%	**4,043**	7.5%	3	1,514	3,503	5,020	7.7%
	Male	15	14.4%	946	10.0%	5,239	11.8%	**6,200**	11.5%	12	1,591	5,539	7,141	10.9%
45 to 54	Female	1	1.0%	731	7.7%	2,520	5.7%	**3,252**	6.0%	5	1,326	3,038	4,368	6.7%
	Male	8	7.7%	835	8.8%	4,677	10.5%	**5,520**	10.2%	14	1,472	5,116	6,602	10.1%
55 to 64	Female	3	2.9%	563	6.0%	2,097	4.7%	**2,663**	4.9%	3	949	2,335	3,287	5.0%
	Male	13	12.5%	708	7.5%	4,111	9.3%	**4,832**	9.0%	10	1,142	4,203	5,355	8.2%
65 and older	Female	0	-	421	4.5%	1,627	3.7%	**2,048**	3.8%	3	641	1,934	2,578	3.9%
	Male	14	13.5%	606	6.4%	3,311	7.5%	**3,931**	7.3%	11	896	3,474	4,382	6.7%
Not Stated	Female	0	-	0	-	2	-	**2**	-	<1	1	10	11	-
	Male	0	-	0	-	8	-	**8**	-	<1	3	18	20	-
Total	Female	19	18.3%	4,271	45.2%	15,742	35.4%	**20,032**	37.1%	26	7,521	18,426	25,973	39.6%
	Male	85	81.7%	5,184	54.8%	28,667	64.5%	**33,936**	62.9%	77	8,510	30,957	39,544	60.3%

*Percentage of the total does not include the 'not stated' category.
Note: Counts of drivers in the 2015-2019 average may not add to the total due to rounding.
Note: Some drivers do not have age and gender recorded and are therefore missing from the table above.

Table 8-7 Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Gender and Age Group and Collision Severity

Table 8-7
Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Gender and Age Group and Collision Severity: 2020, 2015-2019 Average

Gender - Age Group		2020 Collision Severity			2020 Total Collisions	2015-2019 Average			
		Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Female	<16	-	-	-	**-**	-	-	-	-
	16-19	1.8	120.6	502.8	**625.3**	1.3	225.4	575.1	801.8
	20-24	1.1	123.6	492.7	**617.5**	0.9	250.9	635.2	887.0
	25-34	0.5	116.1	429.9	**546.5**	0.7	213.9	512.2	726.8
	35-44	0.4	114.5	396.7	**511.7**	0.4	204.6	473.3	678.3
	45-54	0.1	102.8	354.2	**457.1**	0.6	179.8	412.1	592.5
	55-64	0.4	74.1	276.1	**350.6**	0.4	129.5	318.5	448.5
	65+	0.0	46.4	179.3	**225.7**	0.4	79.5	239.8	319.7
	Total	0.4	93.7	345.5	**439.6**	0.6	171.6	420.3	592.4
Male	<16	-	-	-	**-**	-	-	-	-
	16-19	4.2	145.8	725.0	**875.0**	3.1	237.4	885.9	1,126.4
	20-24	2.0	148.6	857.0	**1,007.6**	2.0	253.3	987.4	1,242.7
	25-34	2.0	132.0	708.4	**842.4**	1.7	219.2	787.7	1,008.6
	35-44	1.8	115.0	637.1	**754.0**	1.5	204.5	712.3	918.3
	45-54	1.1	109.8	614.9	**725.7**	1.8	186.5	648.1	836.4
	55-64	1.6	87.0	505.3	**593.9**	1.2	145.0	533.4	679.6
	65+	1.5	63.7	348.2	**413.4**	1.3	103.4	400.9	505.6
	Total	1.8	106.8	590.7	**699.2**	1.6	181.5	660.3	843.5

The rate of involvement for men in traffic collisions in 2020 is 699.2, one-and-a-half times that of women (439.6). Driver involvement rates in 2020:

- Fatal collisions: male rate – 1.8, female rate – 0.4
- Injury collisions: male rate – 106.8, female rate – 93.7
- PDO collisions: male rate – 590.7, female rate – 345.5

The reader should note that the calculated driver involvement rates do not take into account exposure to risk in terms of driving situations, hours driven or kilometres driven.

In 2020, young males, especially those under age 25, have the highest driver involvement rates of all driver gender-age groups. Young females under age 25 have higher driver involvement rates in total collisions than female drivers aged 25 and older.

Compared to the previous five year (2015 to 2019) annual average, driver involvement rates in 2020 decreased for drivers in all age groups for overall traffic collisions.

Driver involvement rates in fatal collisions show some variations. Comparing 2020 to the previous five year (2015 to 2019) annual average:

- Female involvement rates in fatal collisions decreased by 29% overall. However, the rates for female drivers age 16 to 19 increased by nearly 39%, and rates for females age 20 to 24 increased by 26% while other age groups decreased.
- Male involvement rates in fatal collisions increased by 7% overall. However, the rates among male drivers age 20 to 24 were relatively unchanged, and rates for males age 45 to 54 decreased by nearly 42% while other age groups increased.

SECTION 9 – Contributing Factors

Introduction

This section examines the contributing factors to traffic collisions as reported on the Traffic Accident Report (TAR). Detail is provided at the collision level, at the victim level and at the driver level. Driver involvement rates (per 10,000 licensed drivers) in collisions with specific contributing factors are also provided and discussed. The reader is cautioned to note that more than one contributing factor can be recorded for each vehicle and/or driver involved in a collision. The total count of contributing factors noted will add to more than the number of collisions, vehicles, drivers, or victims in those crashes.

Key Highlights

In 2020, 55% of all collisions have some at-fault contributing factor recorded (90% of fatal collisions; 72% of injury collisions). In 2020:

- A driver action is a contributing factor in 44% of all collisions (83% of fatal collisions; 69% of injury collisions; 41% of PDO collisions);
- A human condition is a contributing factor in 0.4% of all collisions (31% of fatal collisions; 1% of injury collisions; 0.3% of PDO collisions); and,
- Environmental conditions are contributing factors in 12% of all collisions (19% of fatal collisions; 6% of injury collisions; 13% of PDO collisions).

The most prevalent **contributing factors recorded for collisions** in 2020 include:

- Distracted driving – 26% of all collisions (46% fatal; 37% injury; 24% PDO);
- The actions of a wild animal – 9% of all collisions (no fatal; 1% injury; 10% PDO);
- "Following too closely" – nearly 8% of all collisions (1 fatal; 18% injury; 6% PDO);
- "Backing unsafely" – 6% of all collisions (no fatal; 2% injury; 7% PDO);
- Speed – 5% of all collisions (19% fatal; 7% injury; 4% PDO);
- "Turning improperly" – 4% of all collisions (3% fatal; 7% injury; 3% PDO);
- "Fail to yield right-of-way" – 3% of all collisions (11% fatal; 8% injury; 2% PDO);
- "Changing lanes improperly" – 3% of all collisions (no fatal; 4% injury; 3% PDO);
- "Lost control/Drive off the road" – 2% of all collisions (13% fatal; 3% injury; 2% PDO); and,
- "Slippery road surface" – 2% of all collisions (4% fatal; 3% injury; 2% PDO).

Considering the **victims from collisions** in 2020:

- 71% of all victims resulted from a collision where at least one driver is noted as having a driver action contributing to the collision (83% of people killed; 74% of people seriously injured);
- 2% of all victims resulted from a collision where at least one driver is noted as having a human condition contributing to the collision (31% of people killed; 9% of people seriously injured); and,
- 6% of all victims resulted from a collision where environmental conditions are noted as contributing to the collision (18% of people killed; 12% of people seriously injured).

The most prevalent contributing factors recorded for collisions where **people are killed or seriously injured** in 2020 include:

- Distracted driving – 49% of people killed and 37% of people seriously injured;
- Impaired – 26% of people killed and 5% of people seriously injured;
- Speed – 19% of people killed and 10% of people seriously injured;
- "Fail to yield right-of-way" – 13% of people killed and 13% of people seriously injured;
- "Lost control/Drive off the road" – nearly 12% of people killed and 7% of people seriously injured;
- "Pedestrian error/confusion" – 8% of people killed and 1% of people seriously injured;
- "Disobey traffic control device/officer" – 6% of people killed and 4% of people seriously injured;
- "Slippery road surface" – 4% of people killed and 5% of people seriously injured;
- "Leave stop sign before safe to do so" – 4% of people killed and 4% of people seriously injured;
- "Turning improperly" – 3% of people killed and 7% of people seriously injured;
- "View obstructed/limited" – 3% of people killed and 2% of people seriously injured; and,
- "Following too closely" – 1% of people killed and 4% of people seriously injured.

In 2020, 54% of the **drivers involved in traffic collisions** were recorded as not being at-fault in the collision.

- 34% of the drivers involved in a fatal collision were noted as not being at-fault.
- 55% of the drivers in an injury collision were noted as not being at-fault.
- Nearly 54% of the drivers in a PDO collision were noted as not being at-fault.

Driver actions were recorded as contributing factors for 37% of the **drivers involved in traffic collisions** in 2020.

- 55% of the drivers involved in fatal collisions had a driver action recorded.
- 42% of the drivers involved in injury collisions had a driver action recorded.
- 36% of the drivers involved in PDO collisions had a driver action recorded.

Human conditions were recorded as contributing factors for 0.3% of the **drivers involved in traffic collisions** in 2020.

- 18% of the drivers involved in fatal collisions had a human condition recorded.
- 1% of the drivers involved in injury collisions had a human condition recorded.
- 0.2% of the drivers involved in PDO collisions had a human condition recorded.

Environmental conditions were recorded as contributing factors for 10% of **drivers involved in traffic collisions** in 2020.

- 12% of the drivers involved in fatal collisions had some environmental condition recorded.
- 3% of the drivers involved in injury collisions had some environmental condition recorded.
- 11% of the drivers involved in PDO collisions had some environmental condition recorded.

In 2020, the **driver involvement rate** (per 10,000 licensed drivers) in traffic collisions where:

- Any driver action is a contributing factor is 211.1, decreased by 30% from the previous five years (300.8);
- Any human condition is a contributing factor is 2.0, decreased by 31% from the previous five years (2.9);
- Some environmental condition is a contributing factor is 56.6, increased by 11% from the previous five years (50.9);
- Distracted driving is a contributing factor is 120.6, decreased by 15% from the previous five years (142.1);
- Speed is a contributing factor is 22.4, decreased by 32% from the previous five years (32.9); and,
- Impaired is a contributing factor is 1.0, decreased by 29% from the previous five years (1.4).

Major Elements Examined

Counts of drivers involved in collisions in Manitoba for 2020 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

When reviewing the “Contributing Factors” for a traffic collision, the reader is cautioned to note that more than one contributing factor can be recorded for each collision. The total count of contributing factors noted will add to more than the number of collisions, vehicles, drivers or victims in those crashes.

For the purposes of this report, speed as a contributing factor is discussed as being a combination of the individual factors “exceeding speed limit”, “driving too fast for conditions” and “unsafe operating speed (too fast or too slow)”.

For the purposes of this report, impaired as a contributing factor is discussed as being a combination of the individual factors “ability impaired by alcohol”, “ability impaired by drugs” and “had been drinking/suspected alcohol use”.

For the purposes of this report, distracted driving as a contributing factor is discussed as being a combination of the individual factors “careless driving” and “distraction/inattention”.

It is important to note that the number of collisions is not equal to the number of drivers involved in collisions because some collisions involve more than one driver while others involve a single driver. (A full definition of what constitutes a "driver" for this report is provided under the "Terms and Definitions" heading.) Because there are more drivers involved in collisions than collisions overall, relative involvement rates calculated based on the number of drivers will be higher than the relative involvement rates calculated based on the number of collisions.

When exploring the number of drivers in different age groups involved in traffic collisions, the reader is cautioned that the driver's age is missing in some collisions.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Average annual calculations are presented for historical data from the years 2015 to 2019. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and relative involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

Terms and Definitions

"Contributing Factor"

- Those circumstances or factors recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environmental condition. The TAR allows for up to three contributing factors to be recorded for each driver or vehicle involved in the collision.

"At-fault Contributing Factor"

- A contributing factor where some action or condition other than "driving properly" and "apparently normal" has been noted.

"Driver Action"

- A category of contributing factors attributed to actions taken or performed by a driver immediately prior to a collision.

"Human Condition"

- A category of contributing factors attributed to the physical or mental condition of a driver immediately prior to a collision, most often that limit the driver's ability to drive safely or properly.

"Vehicle Condition"

- A category of contributing factors attributed to the physical condition of a vehicle immediately prior to a collision.

"Environmental Condition"

- A category of contributing factors attributed to environmental conditions (i.e., weather, road surface and animal actions) immediately prior to a collision.

"Drivers"

- The number of drivers involved in collisions. It excludes pedestrians, bicyclists, snowmobiles, off-road vehicles, farm and construction equipment, trains and parked vehicles.

"Collision Severity"

- A classification of a collision based on the most severe result of the collision; i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

“Injury Collision”

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required).

“Property Damage Only (PDO) Collision”

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

“Driver Involvement Rate”

- A calculation of the number of drivers involved in traffic collisions for every 10,000 drivers licensed in Manitoba. The total number of drivers licensed to drive includes both active and suspended drivers. This involvement rate does not take into account the number of vehicle kilometers driven by each driver group.

Table 9-1 Contributing Factors to a Collision by Collision Severity

Table 9-1
Contributing Factors to a Collision by Collision Severity: 2020

Contributing Factor	2020 Collision Severity						**2020 Total Collisions**	**% of 2020 Total Collisions**
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	28	40.0%	4,685	82.7%	25,811	66.9%	**30,524**	**68.8%**
Driver Action - Driving properly	2	2.9%	29	0.5%	753	2.0%	**784**	**1.8%**
Any Driver Action	58	82.9%	3,921	69.2%	15,724	40.7%	**19,703**	**44.4%**
Follow too closely	1	1.4%	1,043	18.4%	2,303	6.0%	**3,347**	**7.5%**
Turning improperly	2	2.9%	397	7.0%	1,288	3.3%	**1,687**	**3.8%**
Passing improperly	1	1.4%	18	0.3%	63	0.2%	**82**	**0.2%**
Changing lanes improperly	0	-	232	4.1%	1,101	2.9%	**1,333**	**3.0%**
Fail to yield right-of-way	8	11.4%	462	8.2%	872	2.3%	**1,342**	**3.0%**
Disobey traffic control device/officer	4	5.7%	170	3.0%	209	0.5%	**383**	**0.9%**
Drive wrong way on roadway	2	2.9%	6	0.1%	13	<0.1%	**21**	**<0.1%**
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	**0**	**-**
Back unsafely	0	-	97	1.7%	2,738	7.1%	**2,835**	**6.4%**
Parking improperly	0	-	4	<0.1%	107	0.3%	**111**	**0.3%**
Lost control/Drive off road	9	12.9%	146	2.6%	690	1.8%	**845**	**1.9%**
Driverless vehicle ran out of control	0	-	3	<0.1%	14	<0.1%	**17**	**<0.1%**
Leave stop sign before safe to do so	3	4.3%	176	3.1%	368	1.0%	**547**	**1.2%**
Failed to signal	0	-	3	<0.1%	5	<0.1%	**8**	**<0.1%**
Take avoiding action	1	1.4%	47	0.8%	231	0.6%	**279**	**0.6%**
Driver inexperience	0	-	16	0.3%	79	0.2%	**95**	**0.2%**
Pedestrian error/confusion	6	8.6%	13	0.2%	18	<0.1%	**37**	**<0.1%**
NET Speed	13	18.6%	407	7.2%	1,688	4.4%	**2,108**	**4.8%**
Exceeding speed limit	8	11.4%	2	<0.1%	1	<0.1%	**11**	**<0.1%**
Driving too fast for conditions	4	5.7%	399	7.0%	1,674	4.3%	**2,077**	**4.7%**
Unsafe operating speed (Too fast or too slow)	1	1.4%	7	0.1%	15	<0.1%	**23**	**<0.1%**
NET Distracted driving	32	45.7%	2,089	36.9%	9,229	23.9%	**11,350**	**25.6%**
Careless Driving	29	41.4%	2,029	35.8%	9,075	23.5%	**11,133**	**25.1%**
Distraction/Inattention	7	10.0%	103	1.8%	338	0.9%	**448**	**1.0%**

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Contributing Factor	2020 Collision Severity						2020 Total Collisions	% of 2020 Total Collisions
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Human Condition - Apparently Normal	24	34.3%	2,424	42.8%	12,363	32.0%	**14,811**	**33.4%**
Any Human Condition	22	31.4%	72	1.3%	103	0.3%	**197**	**0.4%**
Loss of consciousness/Blackout prior to collision	0	-	16	0.3%	14	<0.1%	**30**	**<0.1%**
Extreme fatigue/Fell asleep	0	-	16	0.3%	27	<0.1%	**43**	**<0.1%**
Defective eyesight	1	1.4%	0	-	2	<0.1%	**3**	**<0.1%**
Defective hearing	0	-	0	-	0	-	**0**	**-**
Medical disability	0	-	4	<0.1%	2	<0.1%	**6**	**<0.1%**
Physical disability	0	-	0	-	2	<0.1%	**2**	**<0.1%**
Mental disability	2	2.9%	0	-	2	<0.1%	**4**	**<0.1%**
Mental confusion/Inability to remember	0	-	2	<0.1%	8	<0.1%	**10**	**<0.1%**
Sudden illness	0	-	5	<0.1%	4	<0.1%	**9**	**<0.1%**
Exceed hours of service (commercial drivers only)	1	1.4%	0	-	0	-	**1**	**<0.1%**
NET Impaired	18	25.7%	32	0.6%	49	0.1%	**99**	**0.2%**
Ability impaired alcohol	12	17.1%	23	0.4%	44	0.1%	**79**	**0.2%**
Ability impaired drugs	4	5.7%	3	<0.1%	5	<0.1%	**12**	**<0.1%**
Had been drinking/Suspected alcohol use	8	11.4%	7	0.1%	2	<0.1%	**17**	**<0.1%**
No Apparent (Vehicle) Defect	39	55.7%	5,259	92.8%	33,698	87.3%	**38,996**	**87.9%**
Any Vehicle Defect	1	1.4%	14	0.2%	249	0.6%	**264**	**0.6%**
Defective brakes	0	-	2	<0.1%	11	<0.1%	**13**	**<0.1%**
Defective steering	0	-	1	<0.1%	5	<0.1%	**6**	**<0.1%**
Defective headlights	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Defective brake lights	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Defective lighting (unspecified)	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Defective engine controls/drive train	0	-	0	-	2	<0.1%	**2**	**<0.1%**
Defective suspension/wheels	0	-	2	<0.1%	62	0.2%	**64**	**0.1%**
Defective tires	1	1.4%	3	<0.1%	65	0.2%	**69**	**0.2%**
Tow hitch/yoke defective	0	-	0	-	14	<0.1%	**14**	**<0.1%**
Defective exhaust system	0	-	0	-	2	<0.1%	**2**	**<0.1%**
Hood/tailgate/door/covering opened	0	-	0	-	4	<0.1%	**4**	**<0.1%**
Defective glazing (obscured windows)	0	-	0	-	0	-	**0**	**-**
Vehicle modifications	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Fire	0	-	0	-	0	-	**0**	**-**
Overloaded/oversized	0	-	0	-	6	<0.1%	**6**	**<0.1%**
Load shifted/spilled	0	-	2	<0.1%	24	<0.1%	**26**	**<0.1%**

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Contributing Factor	2020 Collision Severity						2020 Total Collisions	% of 2020 Total Collisions
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Jack-knife/trailer swing	0	-	3	<0.1%	52	0.1%	**55**	**0.1%**
Hydroplaning tires	0	-	1	<0.1%	2	<0.1%	**3**	**<0.1%**
Any Environmental Condition	13	18.6%	326	5.8%	5,022	13.0%	**5,361**	**12.1%**
Animal action - Wild	0	-	78	1.4%	3,925	10.2%	**4,003**	**9.0%**
Animal action - Domestic	0	-	4	<0.1%	32	<0.1%	**36**	**<0.1%**
Slippery road surface	3	4.3%	151	2.7%	670	1.7%	**824**	**1.9%**
Snow drift	0	-	3	<0.1%	17	<0.1%	**20**	**<0.1%**
Obstruction/debris on roadway	1	1.4%	4	<0.1%	132	0.3%	**137**	**0.3%**
View obstructed/limited	2	2.9%	51	0.9%	112	0.3%	**165**	**0.4%**
Glare/reflection	1	1.4%	8	0.1%	12	<0.1%	**21**	**<0.1%**
Construction zone	1	1.4%	1	<0.1%	7	<0.1%	**9**	**<0.1%**
Defective driving surface	1	1.4%	6	0.1%	48	0.1%	**55**	**0.1%**
Shoulders defective	0	-	0	-	3	<0.1%	**3**	**<0.1%**
Lane markings inadequate	0	-	0	-	2	<0.1%	**2**	**<0.1%**
Defective/inoperative traffic control device	1	1.4%	2	<0.1%	5	<0.1%	**8**	**<0.1%**
Weather	2	2.9%	18	0.3%	69	0.2%	**89**	**0.2%**
Pedestrian corridor in use	0	-	10	0.2%	13	<0.1%	**23**	**<0.1%**
Uninvolved vehicle	0	-	3	<0.1%	13	<0.1%	**16**	**<0.1%**
Uninvolved pedestrian	0	-	2	<0.1%	2	<0.1%	**4**	**<0.1%**
Presence of prior accident	1	1.4%	1	<0.1%	2	<0.1%	**4**	**<0.1%**
No Contributing Factor(s) Identified	4	5.7%	188	3.3%	488	1.3%	**680**	**1.5%**
Not Stated	1	1.4%	4	<0.1%	27	<0.1%	**32**	**<0.1%**
Total	70	100%	5,667	100%	38,602	100%	**44,339**	**100.0%**

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-1a Contributing Factors to a Collision by Collision Severity for Previous Five Years

Table 9-1a

Contributing Factors to a Collision by Collision Severity: 2015-2019 Average

Contributing Factor	2015-2019 Average Count				
	Fatal	Injury	PDO	Total Collisions	% of Total Collisions
Driver Action - Driving Properly and Human Condition - Apparently Normal	31	7,795	27,388	35,214	71.8%
Driver Action - Driving properly	<1	80	243	324	0.7%
Any Driver Action	56	6,708	20,263	27,026	55.1%
Following too closely	1	2,128	3,750	5,878	12.0%
Turning improperly	2	760	1,753	2,516	5.1%
Passing improperly	3	30	106	139	0.3%
Changing lanes improperly	1	366	1,649	2,016	4.1%
Fail to yield right-of-way	8	816	1,473	2,297	4.7%
Disobey traffic control device/officer	5	237	251	493	1.0%
Drive wrong way on roadway	3	6	11	20	<0.1%
Passing a vehicle at pedestrian X-walk	-	<1	<1	<1	<0.1%
Back unsafely	<1	233	2,969	3,202	6.5%
Parking improperly	<1	12	144	156	0.3%
Lost control/Drive off road	10	318	1,111	1,439	2.9%
Driverless vehicle ran out of control	<1	9	26	35	<0.1%
Leave stop sign before safe to do so	4	296	499	799	1.6%
Failed to signal	-	7	11	18	<0.1%
Take avoiding action	1	85	398	484	1.0%
Driver inexperience	2	41	125	167	0.3%
Pedestrian error/confusion	4	26	37	67	0.1%
NET Speed	17	676	2,294	2,987	6.1%
Exceeding speed limit	8	9	16	33	<0.1%
Driving too fast for conditions	7	658	2,263	2,928	6.0%
Unsafe operating speed (Too fast or too slow)	3	11	17	32	<0.1%
NET Distracted driving	25	2,922	9,952	12,898	26.3%
Careless Driving	20	2,807	9,698	12,525	25.5%
Distraction/Inattention	8	206	490	703	1.4%
Human Condition - Apparently Normal	16	3,566	12,634	16,216	33.1%
Any Human Condition	25	107	141	273	0.6%
Loss of consciousness/Blackout prior to collision	2	21	16	40	<0.1%
Extreme fatigue/Fell asleep	1	21	43	65	0.1%
Defective eyesight	-	1	2	3	<0.1%
Defective hearing	<1	-	<1	<1	<0.1%
Medical disability	-	9	6	14	<0.1%
Physical disability	<1	<1	2	2	<0.1%
Mental disability	-	3	1	4	<0.1%
Mental confusion/Inability to remember	<1	11	10	21	<0.1%
Sudden illness	<1	4	2	7	<0.1%
Exceed hours of service (commercial drivers only)	-	<1	-	<1	<0.1%
NET Impaired	22	47	66	135	0.3%
Ability impaired alcohol	16	37	55	108	0.2%
Ability impaired drugs	3	4	3	9	<0.1%
Had been drinking/Suspected alcohol use	7	10	11	27	<0.1%
No Apparent (Vehicle) Defect	32	8,550	34,285	42,866	87.4%
Any Vehicle Defect	2	29	249	279	0.6%
Defective brakes	-	6	16	22	<0.1%
Defective steering	-	1	5	7	<0.1%
Defective headlights	-	<1	<1	<1	<0.1%
Defective brake lights	<1	<1	5	6	<0.1%
Defective lighting (unspecified)	<1	<1	<1	2	<0.1%

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Contributing Factor	2015-2019 Average Count				
	Fatal	Injury	PDO	Total Collisions	% of Total Collisions
Defective engine controls/drive train	-	1	5	7	<0.1%
Defective suspension/wheels	-	3	48	51	0.1%
Defective tires	<1	6	67	74	0.2%
Tow hitch/yoke defective	-	2	13	15	<0.1%
Defective exhaust system	-	-	<1	<1	<0.1%
Hood/tailgate/door/covering opened	<1	<1	6	7	<0.1%
Defective glazing (obscured windows)	-	<1	1	2	<0.1%
Vehicle modifications	-	<1	1	2	<0.1%
Fire	-	<1	1	2	<0.1%
Overloaded/oversized	-	<1	4	4	<0.1%
Load shifted/spilled	-	2	20	22	<0.1%
Jack-knife/trailer swing	-	2	55	57	0.1%
Hydroplaning tires	<1	1	4	6	<0.1%
Any Environmental Condition	11	668	3,981	4,660	9.5%
Animal action - Wild	1	85	1,906	1,992	4.1%
Animal action - Domestic	-	11	40	52	0.1%
Slippery road surface	4	386	1,371	1,761	3.6%
Snow drift	<1	11	76	86	0.2%
Obstruction/debris on roadway	<1	17	211	228	0.5%
View obstructed/limited	3	64	139	206	0.4%
Glare/reflection	<1	14	29	43	<0.1%
Construction zone	-	4	15	19	<0.1%
Defective driving surface	<1	15	93	108	0.2%
Shoulders defective	<1	<1	4	5	<0.1%
Lane markings inadequate	-	1	4	5	<0.1%
Defective/inoperative traffic control device	-	6	8	14	<0.1%
Weather	3	52	120	175	0.4%
Pedestrian corridor in use	<1	15	15	30	<0.1%
Uninvolved vehicle	<1	9	17	26	<0.1%
Uninvolved pedestrian	-	5	3	8	<0.1%
Presence of prior accident	<1	2	3	5	<0.1%
No Contributing Factor(s) Identified	5	296	647	948	1.9%
Not Stated	<1	13	40	53	0.1%
Total	73	9,343	39,623	49,039	100%

Note: Counts of collisions in the 2015-2019 average may not add to the total due to rounding.
*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

While contributing factors are recorded for each vehicle and/or driver involved in a collision, examining contributing factors at the driver level does not reveal the full detail of what may have caused the collision overall. To understand the **contributing factors to a collision**, contributing factors recorded for each vehicle and/or driver involved in the collision are examined at the collision level, that is, rather than at the individual driver level. In this analysis (presented in Table 9-1 and Table 9-1a), all factors noted as contributing to the collision overall are examined.

In 2020, 55% of **all collisions** have at least one driver noted as having an at-fault contributing factor[1]. Most fatal collisions (90%) have at least one driver with an at-fault contributing factor while 72% of injury collisions do. In the previous five year (2015 to 2019) annual average, 61% of all collisions have at least one driver noted as having an at-fault contributing factor, including 88% of fatal collisions and 74% of injury collisions.

In 2020:

- A driver action is a contributing factor in 44% of all collisions (83% of fatal collisions; 69% of injury collisions; 41% of PDO collisions);
- A human condition is a contributing factor in 0.4% of all collisions (31% of fatal collisions; 1% of injury collisions; 0.3% of PDO collisions);
- Environmental conditions are contributing factors in 12% of all collisions (19% of fatal collisions; 6% of injury collisions; 13% of PDO collisions); and,
- Some vehicle defect is noted as contributing factor in 1% of all collisions, with 1 fatal collision.

In the five year (2015 to 2019) annual average:

- 55% of all collisions have at least one driver noted as having a driver action (77% of fatal collisions; 72% of injury collisions; 51% of PDO collisions);
- 1% of all collisions have at least one driver noted as having a human condition (35% of fatal collisions; 1% of injury collisions; 0.4% of PDO collisions);
- Nearly 10% of all collisions have an environmental condition noted as contributing to the collision (15% of fatal collisions; 7% of injury collisions; 10% of PDO collisions); and,
- 1% of collisions have a vehicle defect noted as contributing to the collision, including 2 fatal collisions each year.

The most prevalent **contributing factors recorded for collisions** in 2020 include:

- Distracted driving – 26% of all collisions (46% fatal; 37% injury; 24% PDO);
- The actions of a wild animal – 9% of all collisions (no fatal; 1% injury; 10% PDO);
- “Following too closely” – nearly 8% of all collisions (1 fatal; 18% injury; 6% PDO);
- “Backing unsafely” – 6% of all collisions (no fatal; 2% injury; 7% PDO);
- Speed – 5% of all collisions (19% fatal; 7% injury; 4% PDO);
- “Turning improperly” – 4% of all collisions (3% fatal; 7% injury; 3% PDO);
- “Fail to yield right-of-way” – 3% of all collisions (11% fatal; 8% injury; 2% PDO);
- “Changing lanes improperly” – 3% of all collisions (no fatal; 4% injury; 3% PDO);
- “Lost control/Drive off the road” – 2% of all collisions (13% fatal; 3% injury; 2% PDO); and,
- “Slippery road surface” – 2% of all collisions (4% fatal; 3% injury; 2% PDO).

NOTE: For a detailed count of contributing factors recorded for collisions occurring in each year from 2015 to 2020, please refer to “*Table 9-6 Historical Summary of Contributing Factors to a Collision*” at the end of this section.

[1] An “at-fault contributing factor” is an indication that some action or condition of the driver, vehicle or environment has been recorded as contributing to the collision. It excludes indications of the driver “driving properly” and being “apparently normal”.

Table 9-2 Contributing Factors for Victims of a Collision by Casualty Type

Table 9-2
Contributing Factors for Each Victim of a Collision by Casualty Type: 2020

Contributing Factor	2020 Casualty Type								**2020 Total Casualties**	**% of 2020 Total Casualties**
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Other Injuries	% of Total Other Injuries	Total Injuries	% of Total Injuries		
Driver Action - Driving Properly and Human Condition - Apparently Normal	31	39.7%	176	55.3%	5,844	85.4%	6,020	84.1%	**6,051**	**83.6%**
Driver Action - Driving properly	4	5.1%	5	1.6%	31	0.5%	36	0.5%	**40**	**0.6%**
Any Driver Action	65	83.3%	236	74.2%	4,862	71.1%	5,098	71.2%	**5,163**	**71.3%**
Following too closely	1	1.3%	13	4.1%	1,324	19.4%	1,337	18.7%	**1,338**	**18.5%**
Turning improperly	2	2.6%	21	6.6%	525	7.7%	546	7.6%	**548**	**7.6%**
Passing improperly	1	1.3%	3	0.9%	20	0.3%	23	0.3%	**24**	**0.3%**
Changing lanes improperly	0	-	7	2.2%	299	4.4%	306	4.3%	**306**	**4.2%**
Fail to yield right-of-way	10	12.8%	42	13.2%	602	8.8%	644	9.0%	**654**	**9.0%**
Disobey traffic control device/officer	5	6.4%	12	3.8%	253	3.7%	265	3.7%	**270**	**3.7%**
Drive wrong way on roadway	2	2.6%	1	0.3%	11	0.2%	12	0.2%	**14**	**0.2%**
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-	**0**	**-**
Back unsafely	0	-	3	0.9%	110	1.6%	113	1.6%	**113**	**1.6%**
Parking improperly	0	-	0	-	4	<0.1%	4	<0.1%	**4**	**<0.1%**
Lost control/Drive off road	9	11.5%	22	6.9%	151	2.2%	173	2.4%	**182**	**2.5%**
Driverless vehicle ran out of control	0	-	0	-	3	<0.1%	3	<0.1%	**3**	**<0.1%**
Leave stop sign before safe to do so	3	3.8%	14	4.4%	230	3.4%	244	3.4%	**247**	**3.4%**
Failed to signal	0	-	0	-	4	<0.1%	4	<0.1%	**4**	**<0.1%**
Take avoiding action	1	1.3%	7	2.2%	47	0.7%	54	0.8%	**55**	**0.8%**
Driver inexperience	0	-	4	1.3%	14	0.2%	18	0.3%	**18**	**0.2%**
Pedestrian error/confusion	6	7.7%	3	0.9%	13	0.2%	16	0.2%	**22**	**0.3%**
NET Speed	15	19.2%	32	10.1%	501	7.3%	533	7.4%	**548**	**7.6%**
Exceeding speed limit	10	12.8%	3	0.9%	15	0.2%	18	0.3%	**28**	**0.4%**
Driving too fast for conditions	4	5.1%	28	8.8%	480	7.0%	508	7.1%	**512**	**7.1%**
Unsafe operating speed (Too fast or too slow)	1	1.3%	1	0.3%	7	0.1%	8	0.1%	**9**	**0.1%**
NET Distracted driving	38	48.7%	117	36.8%	2,486	36.3%	2,603	36.4%	**2,641**	**36.5%**
Careless Driving	35	44.9%	111	34.9%	2,415	35.3%	2,526	35.3%	**2,561**	**35.4%**
Distraction/Inattention	9	11.5%	15	4.7%	126	1.8%	141	2.0%	**150**	**2.1%**

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Contributing Factor	2020 Casualty Type								**2020 Total Casualties**	**% of 2020 Total Casualties**
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Other Injuries	% of Total Other Injuries	Total Injuries	% of Total Injuries		
Human Condition - Apparently Normal	26	33.3%	138	43.4%	2,995	43.8%	3,133	43.8%	**3,159**	**43.6%**
Any Human Condition	24	30.8%	30	9.4%	81	1.2%	111	1.6%	**135**	**1.9%**
Loss of consciousness/Blackout prior to collision	0	-	6	1.9%	15	0.2%	21	0.3%	**21**	**0.3%**
Extreme fatigue/Fell asleep	0	-	4	1.3%	17	0.2%	21	0.3%	**21**	**0.3%**
Defective eyesight	1	1.3%	1	0.3%	0	-	1	<0.1%	**2**	**<0.1%**
Defective hearing	0	-	0	-	0	-	0	-	**0**	**-**
Medical disability	0	-	1	0.3%	3	<0.1%	4	<0.1%	**4**	**<0.1%**
Physical disability	0	-	0	-	0	-	0	-	**0**	**-**
Mental disability	2	2.6%	0	-	2	<0.1%	2	<0.1%	**4**	**<0.1%**
Mental confusion/Inability to remember	0	-	1	0.3%	1	<0.1%	2	<0.1%	**2**	**<0.1%**
Sudden illness	0	-	3	0.9%	6	<0.1%	9	0.1%	**9**	**0.1%**
Exceed hours of service (commercial drivers only)	1	1.3%	0	-	0	-	0	-	**1**	**<0.1%**
NET Impaired	20	25.6%	15	4.7%	40	0.6%	55	0.8%	**75**	**1.0%**
Ability impaired alcohol	12	15.4%	10	3.1%	29	0.4%	39	0.5%	**51**	**0.7%**
Ability impaired drugs	4	5.1%	1	0.3%	4	<0.1%	5	<0.1%	**9**	**0.1%**
Had been drinking/Suspected alcohol use	10	12.8%	4	1.3%	10	0.1%	14	0.2%	**24**	**0.3%**
No Apparent (Vehicle) Defect	44	56.4%	254	79.9%	6,438	94.1%	6,692	93.5%	**6,736**	**93.1%**
Any Vehicle Defect	1	1.3%	0	-	21	0.3%	21	0.3%	**22**	**0.3%**
Defective brakes	0	-	0	-	3	<0.1%	3	<0.1%	**3**	**<0.1%**
Defective steering	0	-	0	-	2	<0.1%	2	<0.1%	**2**	**<0.1%**
Defective headlights	0	-	0	-	0	-	0	-	**0**	**-**
Defective brake lights	0	-	0	-	0	-	0	-	**0**	**-**
Defective lighting (unspecified)	0	-	0	-	0	-	0	-	**0**	**-**
Defective engine controls/drive train	0	-	0	-	0	-	0	-	**0**	**-**
Defective suspension/wheels	0	-	0	-	2	<0.1%	2	<0.1%	**2**	**<0.1%**
Defective tires	1	1.3%	0	-	7	0.1%	7	<0.1%	**8**	**0.1%**
Tow hitch/yoke defective	0	-	0	-	0	-	0	-	**0**	**-**
Defective exhaust system	0	-	0	-	0	-	0	-	**0**	**-**
Hood/tailgate/door/covering opened	0	-	0	-	0	-	0	-	**0**	**-**
Defective glazing (obscured windows)	0	-	0	-	0	-	0	-	**0**	**-**
Vehicle modifications	0	-	0	-	0	-	0	-	**0**	**-**
Fire	0	-	0	-	0	-	0	-	**0**	**-**
Overloaded/oversized	0	-	0	-	0	-	0	-	**0**	**-**
Load shifted/spilled	0	-	0	-	2	<0.1%	2	<0.1%	**2**	**<0.1%**

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Contributing Factor	2020 Casualty Type								2020 Total Casualties	% of 2020 Total Casualties
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Other Injuries	% of Total Other Injuries	Total Injuries	% of Total Injuries		
Jack-knife/trailer swing	0	-	0	-	4	<0.1%	4	<0.1%	**4**	**<0.1%**
Hydroplaning tires	0	-	0	-	1	<0.1%	1	<0.1%	**1**	**<0.1%**
Any Environmental Condition	14	17.9%	37	11.6%	369	5.4%	406	5.7%	**420**	**5.8%**
Animal action - Wild	0	-	4	1.3%	77	1.1%	81	1.1%	**81**	**1.1%**
Animal action - Domestic	0	-	0	-	4	<0.1%	4	<0.1%	**4**	**<0.1%**
Slippery road surface	3	3.8%	15	4.7%	184	2.7%	199	2.8%	**202**	**2.8%**
Snow drift	0	-	0	-	4	<0.1%	4	<0.1%	**4**	**<0.1%**
Obstruction/debris on roadway	1	1.3%	2	0.6%	2	<0.1%	4	<0.1%	**5**	**<0.1%**
View obstructed/limited	2	2.6%	7	2.2%	57	0.8%	64	0.9%	**66**	**0.9%**
Glare/reflection	1	1.3%	1	0.3%	15	0.2%	16	0.2%	**17**	**0.2%**
Construction zone	1	1.3%	1	0.3%	0	-	1	<0.1%	**2**	**<0.1%**
Defective driving surface	1	1.3%	3	0.9%	4	<0.1%	7	<0.1%	**8**	**0.1%**
Shoulders defective	0	-	0	-	0	-	0	-	**0**	**-**
Lane markings inadequate	0	-	0	-	0	-	0	-	**0**	**-**
Defective/inoperative traffic control device	1	1.3%	0	-	6	<0.1%	6	<0.1%	**7**	**<0.1%**
Weather	3	3.8%	4	1.3%	18	0.3%	22	0.3%	**25**	**0.3%**
Pedestrian corridor in use	0	-	3	0.9%	7	0.1%	10	0.1%	**10**	**0.1%**
Uninvolved vehicle	0	-	0	-	3	<0.1%	3	<0.1%	**3**	**<0.1%**
Uninvolved pedestrian	0	-	0	-	2	<0.1%	2	<0.1%	**2**	**<0.1%**
Presence of prior accident	1	1.3%	1	0.3%	1	<0.1%	2	<0.1%	**3**	**<0.1%**
No Contributing Factor(s) Identified	4	5.1%	23	7.2%	224	3.3%	247	3.4%	**251**	**3.5%**
Not Stated	1	1.3%	0	-	5	<0.1%	5	<0.1%	**6**	**<0.1%**
Total	78	100%	318	100.0%	6,842	100.0%	7,160	100.0%	**7,238**	**100.0%**

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each casualty type will add to more than the total victims of that casualty type.
"Other Injuries" includes injuries defined as "Minor", Minimal" and "Other", or undefined in severity.

Table 9-2a Contributing Factors for Victims of a Collision by Casualty Type for Previous Five Years

Table 9-2a
Contributing Factors for Each Victim of a Collision by Casualty Type: 2015-2019 Average

Contributing Factor	2015-2019 Average Count of Casualties					
	Killed	Serious Injury	Other Injuries	Total Injuries	Total Casualties	% of Total Casualties
Driver Action - Driving Properly and Human Condition - Apparently Normal	34	254	10,042	10,297	10,331	84.6%
Driver Action - Driving properly	1	7	109	116	117	1.0%
Any Driver Action	62	346	8,568	8,915	8,977	73.5%
Following too closely	1	29	2,834	2,864	2,865	23.5%
Turning improperly	3	42	999	1,041	1,044	8.5%
Passing improperly	3	5	39	43	46	0.4%
Changing lanes improperly	1	9	443	453	454	3.7%
Fail to yield right-of-way	8	58	1,081	1,139	1,147	9.4%
Disobey traffic control device/officer	6	25	344	370	376	3.1%
Drive wrong way on roadway	3	3	11	15	18	0.1%
Passing a vehicle at pedestrian X-walk	-	-	<1	<1	<1	<0.1%
Back unsafely	<1	3	265	268	268	2.2%
Parking improperly	<1	<1	13	14	14	0.1%
Lost control/Drive off road	10	47	348	395	405	3.3%
Driverless vehicle ran out of control	<1	1	10	11	12	<0.1%
Leave stop sign before safe to do so	4	23	382	405	409	3.4%
Failed to signal	-	<1	8	9	9	<0.1%
Take avoiding action	2	8	92	100	101	0.8%
Driver inexperience	2	7	48	55	56	0.5%
Pedestrian error/confusion	4	6	25	31	35	0.3%
NET Speed	20	59	830	889	908	7.4%
Exceeding speed limit	9	8	11	18	28	0.2%
Driving too fast for conditions	8	48	810	858	866	7.1%
Unsafe operating speed (Too fast or too slow)	4	5	11	16	20	0.2%
NET Distracted driving	28	158	3,705	3,862	3,890	31.9%
Careless Driving	23	144	3,553	3,697	3,720	30.5%
Distraction/Inattention	8	22	275	298	306	2.5%
Human Condition - Apparently Normal	17	127	4,541	4,667	4,684	38.4%
Any Human Condition	29	43	118	161	189	1.6%
Loss of consciousness/Blackout prior to collision	2	9	17	26	28	0.2%
Extreme fatigue/Fell asleep	1	4	22	26	27	0.2%
Defective eyesight	-	1	1	2	2	<0.1%
Defective hearing	<1	-	<1	<1	<1	<0.1%
Medical disability	-	3	9	12	12	<0.1%
Physical disability	<1	<1	<1	<1	1	<0.1%
Mental disability	-	1	2	3	3	<0.1%
Mental confusion/Inability to remember	<1	4	11	14	14	0.1%
Sudden illness	<1	2	3	5	6	<0.1%
Exceed hours of service (commercial drivers only)	-	<1	-	<1	<1	<0.1%
NET Impaired	25	23	63	86	111	0.9%
Ability impaired alcohol	18	16	50	66	84	0.7%
Ability impaired drugs	4	3	4	8	11	<0.1%
Had been drinking/Suspected alcohol use	8	6	12	18	26	0.2%
No Apparent (Vehicle) Defect	35	302	10,856	11,158	11,193	91.7%
Any Vehicle Defect	2	3	36	39	40	0.3%
Defective brakes	-	<1	8	8	8	<0.1%
Defective steering	-	-	2	2	2	<0.1%
Defective headlights	-	-	<1	<1	<1	<0.1%

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Contributing Factor	2015-2019 Average Count of Casualties					
	Killed	Serious Injury	Other Injuries	Total Injuries	Total Casualties	% of Total Casualties
Defective brake lights	<1	<1	1	2	2	<0.1%
Defective lighting (unspecified)	<1	-	1	1	1	<0.1%
Defective engine controls/drive train	-	<1	1	2	2	<0.1%
Defective suspension/wheels	-	-	4	4	4	<0.1%
Defective tires	<1	1	7	9	9	<0.1%
Tow hitch/yoke defective	-	<1	2	2	2	<0.1%
Defective exhaust system	-	-	-	-	-	-
Hood/tailgate/door/covering opened	<1	-	1	1	1	<0.1%
Defective glazing (obscured windows)	-	-	<1	<1	<1	<0.1%
Vehicle modifications	-	-	<1	<1	<1	<0.1%
Fire	-	<1	<1	1	1	<0.1%
Overloaded/oversized	-	-	<1	<1	<1	<0.1%
Load shifted/spilled	-	-	2	2	2	<0.1%
Jack-knife/trailer swing	-	<1	2	2	2	<0.1%
Hydroplaning tires	<1	<1	1	1	2	<0.1%
Any Environmental Condition	13	55	809	864	876	7.2%
Animal action - Wild	1	7	93	99	100	0.8%
Animal action - Domestic	-	<1	14	15	15	0.1%
Slippery road surface	4	25	481	506	510	4.2%
Snow drift	<1	2	13	15	15	0.1%
Obstruction/debris on roadway	<1	1	22	24	24	0.2%
View obstructed/limited	3	7	82	89	92	0.8%
Glare/reflection	<1	1	17	18	19	0.2%
Construction zone	-	<1	5	6	6	<0.1%
Defective driving surface	<1	3	16	20	20	0.2%
Shoulders defective	<1	<1	1	2	3	<0.1%
Lane markings inadequate	-	-	2	2	2	<0.1%
Defective/inoperative traffic control device	-	1	8	10	10	<0.1%
Weather	3	8	60	67	70	0.6%
Pedestrian corridor in use	<1	3	14	17	18	0.1%
Uninvolved vehicle	<1	1	9	10	11	<0.1%
Uninvolved pedestrian	-	<1	5	5	5	<0.1%
Presence of prior accident	<1	-	3	3	3	<0.1%
No Contributing Factor(s) Identified	5	17	372	389	394	3.2%
Not Stated	<1	1	13	14	14	0.1%
Total	81	428	11,697	12,125	12,206	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.
*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each casualty type will add to more than the total victims of that casualty type.
"Other Injuries" includes injuries defined as "Minor", Minimal" and "Other", or undefined in severity.

Contributing factors recorded for each vehicle and/or driver involved in the collision are examined at the **victim level** in Table 9-2 and Table 9-2a. In this analysis, the contributing factors recorded for any driver involved in a fatal or injury collision is considered as contributing to the person being killed or injured.

In 2020, at-fault contributing factors are recorded for 74% of all **casualties**. At-fault contributing factors are recorded for:

- 90% of people killed;
- 80% of people seriously injured; and,
- 73% of victims with other injuries (including minor, minimal and undefined injuries).

In 2020, driver actions are recorded for 71% of **all victims** (83% of people killed and 74% of people seriously injured) while human conditions are recorded for 2% of all victims (31% of people killed and 9% of people seriously injured). Environmental conditions are recorded as a contributing factor for 6% of all victims (18% of people killed and 12% of people seriously injured).

In the previous five year (2015 to 2019) annual average, driver actions are recorded for nearly 74% of all victims (77% of people killed and 81% of people seriously injured), while human conditions are recorded for 2% of all victims (35% of people killed and 10% of people seriously injured). Environmental conditions are recorded as a contributing factor for 7% of all victims (16% of people killed and 13% of people seriously injured).

The most prevalent contributing factors recorded for collisions where **people are killed or seriously injured** in 2020 include:

- Distracted driving – 49% of people killed and 37% of people seriously injured;
- Impaired – 26% of people killed and 5% of people seriously injured;
- Speed – 19% of people killed and 10% of people seriously injured;
- “Fail to yield right-of-way” – 13% of people killed and 13% of people seriously injured;
- “Lost control/Drive off the road” – nearly 12% of people killed and 7% of people seriously injured;
- “Pedestrian error/confusion” – 8% of people killed and 1% of people seriously injured;
- “Disobey traffic control device/officer” – 6% of people killed and 4% of people seriously injured;
- “Slippery road surface” – 4% of people killed and 5% of people seriously injured;
- “Leave stop sign before safe to do so” – 4% of people killed and 4% of people seriously injured;
- “Turning improperly” – 3% of people killed and 7% of people seriously injured;
- “View obstructed/limited” – 3% of people killed and 2% of people seriously injured; and,
- “Following too closely” – 1% of people killed and 4% of people seriously injured.

NOTE: For a detailed count of contributing factors recorded for collisions occurring in each year from 2015 to 2020, please refer to “*Table 9-7 Historical Summary of Contributing Factors Recorded for Victims of Collisions*” at the end of this section.

Table 9-3 Drivers Involved in Traffic Collisions by Contributing Factor and Collision Severity

Table 9-3
Drivers Involved in Collisions by Contributing Factors and Collision Severity: 2020

Contributing Factor	2020 Collision Severity						**2020 Total Drivers**	**% of 2020 Total Drivers**
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	33	31.4%	5,150	54.4%	23,746	53.4%	**28,929**	**53.5%**
Driver Action - Driving properly	0	-	26	0.3%	748	1.7%	**774**	**1.4%**
Any Driver Action	58	55.2%	3,959	41.9%	15,852	35.6%	**19,869**	**36.8%**
Following too closely	1	1.0%	1,043	11.0%	2,305	5.2%	**3,349**	**6.2%**
Turning improperly	2	1.9%	397	4.2%	1,286	2.9%	**1,685**	**3.1%**
Passing improperly	1	1.0%	18	0.2%	63	0.1%	**82**	**0.2%**
Changing lanes improperly	0	-	233	2.5%	1,131	2.5%	**1,364**	**2.5%**
Fail to yield right-of-way	7	6.7%	458	4.8%	863	1.9%	**1,328**	**2.5%**
Disobey traffic control device/officer	4	3.8%	165	1.7%	211	0.5%	**380**	**0.7%**
Drive wrong way on roadway	3	2.9%	5	<0.1%	13	<0.1%	**21**	**<0.1%**
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	**0**	**-**
Back unsafely	0	-	101	1.1%	2,766	6.2%	**2,867**	**5.3%**
Parking improperly	0	-	4	<0.1%	97	0.2%	**101**	**0.2%**
Lost control/Drive off road	9	8.6%	145	1.5%	690	1.6%	**844**	**1.6%**
Driverless vehicle ran out of control	0	-	3	<0.1%	13	<0.1%	**16**	**<0.1%**
Leave stop sign before safe to do so	3	2.9%	177	1.9%	374	0.8%	**554**	**1.0%**
Failed to signal	0	-	3	<0.1%	5	<0.1%	**8**	**<0.1%**
Take avoiding action	1	1.0%	42	0.4%	226	0.5%	**269**	**0.5%**
Driver inexperience	0	-	16	0.2%	79	0.2%	**95**	**0.2%**
Pedestrian error/confusion	4	3.8%	5	<0.1%	5	<0.1%	**14**	**<0.1%**
NET Speed	13	12.4%	405	4.3%	1,689	3.8%	**2,107**	**3.9%**
Exceeding speed limit	8	7.6%	2	<0.1%	1	<0.1%	**11**	**<0.1%**
Driving too fast for conditions	4	3.8%	398	4.2%	1,675	3.8%	**2,077**	**3.8%**
Unsafe operating speed (Too fast or too slow)	1	1.0%	6	<0.1%	15	<0.1%	**22**	**<0.1%**
NET Distracted driving	32	30.5%	2,097	22.2%	9,218	20.7%	**11,347**	**21.0%**
Careless Driving	29	27.6%	2,040	21.6%	9,070	20.4%	**11,139**	**20.6%**
Distraction/Inattention	7	6.7%	98	1.0%	328	0.7%	**433**	**0.8%**

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Contributing Factor	2020 Collision Severity						2020 Total Drivers	% of 2020 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Human Condition - Apparently Normal	20	19.0%	2,404	25.4%	12,385	27.8%	**14,809**	**27.4%**
Any Human Condition	19	18.1%	70	0.7%	98	0.2%	**187**	**0.3%**
Loss of consciousness/Blackout prior to collision	0	-	16	0.2%	14	<0.1%	**30**	**<0.1%**
Extreme fatigue/Fell asleep	0	-	16	0.2%	27	<0.1%	**43**	**<0.1%**
Defective eyesight	1	1.0%	0	-	1	<0.1%	**2**	**<0.1%**
Defective hearing	0	-	0	-	0	-	**0**	**-**
Medical disability	0	-	4	<0.1%	2	<0.1%	**6**	**<0.1%**
Physical disability	0	-	0	-	2	<0.1%	**2**	**<0.1%**
Mental disability	1	1.0%	0	-	0	-	**1**	**<0.1%**
Mental confusion/Inability to remember	0	-	2	<0.1%	8	<0.1%	**10**	**<0.1%**
Sudden illness	0	-	5	<0.1%	4	<0.1%	**9**	**<0.1%**
Exceed hours of service (commercial drivers only)	1	1.0%	0	-	0	-	**1**	**<0.1%**
NET Impaired	16	15.2%	30	0.3%	46	0.1%	**92**	**0.2%**
Ability impaired alcohol	11	10.5%	21	0.2%	42	<0.1%	**74**	**0.1%**
Ability impaired drugs	4	3.8%	3	<0.1%	4	<0.1%	**11**	**<0.1%**
Had been drinking/Suspected alcohol use	6	5.7%	7	<0.1%	2	<0.1%	**15**	**<0.1%**
No Apparent (Vehicle) Defect	50	47.6%	7,360	77.8%	35,382	79.6%	**42,792**	**79.2%**
Any Vehicle Defect	1	1.0%	14	0.1%	248	0.6%	**263**	**0.5%**
Defective brakes	0	-	2	<0.1%	11	<0.1%	**13**	**<0.1%**
Defective steering	0	-	1	<0.1%	5	<0.1%	**6**	**<0.1%**
Defective headlights	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Defective brake lights	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Defective lighting (unspecified)	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Defective engine controls/drive train	0	-	0	-	2	<0.1%	**2**	**<0.1%**
Defective suspension/wheels	0	-	2	<0.1%	62	0.1%	**64**	**0.1%**
Defective tires	1	1.0%	3	<0.1%	65	0.1%	**69**	**0.1%**
Tow hitch/yoke defective	0	-	0	-	14	<0.1%	**14**	**<0.1%**
Defective exhaust system	0	-	0	-	2	<0.1%	**2**	**<0.1%**
Hood/tailgate/door/covering opened	0	-	0	-	4	<0.1%	**4**	**<0.1%**
Defective glazing (obscured windows)	0	-	0	-	0	-	**0**	**-**
Vehicle modifications	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Fire	0	-	0	-	0	-	**0**	**-**
Overloaded/oversized	0	-	0	-	6	<0.1%	**6**	**<0.1%**
Load shifted/spilled	0	-	2	-	23	-	**0**	**-**

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Contributing Factor	2020 Collision Severity						**2020 Total Drivers**	**% of 2020 Total Drivers**
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Jack-knife/trailer swing	0	-	3	<0.1%	52	0.1%	**55**	**0.1%**
Hydroplaning tires	0	-	1	<0.1%	2	<0.1%	**3**	**<0.1%**
Any Environmental Condition	13	12.4%	312	3.3%	5,001	11.2%	**5,326**	**9.9%**
Animal action - Wild	0	-	78	0.8%	3,924	8.8%	**4,002**	**7.4%**
Animal action - Domestic	0	-	4	<0.1%	32	<0.1%	**36**	**<0.1%**
Slippery road surface	3	2.9%	149	1.6%	667	1.5%	**819**	**1.5%**
Snow drift	0	-	3	<0.1%	17	<0.1%	**20**	**<0.1%**
Obstruction/debris on roadway	1	1.0%	4	<0.1%	131	0.3%	**136**	**0.3%**
View obstructed/limited	1	1.0%	43	0.5%	108	0.2%	**152**	**0.3%**
Glare/reflection	1	1.0%	8	<0.1%	10	<0.1%	**19**	**<0.1%**
Construction zone	1	1.0%	1	<0.1%	6	<0.1%	**8**	**<0.1%**
Defective driving surface	1	1.0%	6	<0.1%	48	0.1%	**55**	**0.1%**
Shoulders defective	0	-	0	-	3	<0.1%	**3**	**<0.1%**
Lane markings inadequate	0	-	0	-	2	<0.1%	**2**	**<0.1%**
Defective/inoperative traffic control device	1	1.0%	2	<0.1%	4	<0.1%	**7**	**<0.1%**
Weather	3	2.9%	17	0.2%	66	0.1%	**86**	**0.2%**
Pedestrian corridor in use	0	-	5	<0.1%	3	<0.1%	**8**	**<0.1%**
Uninvolved vehicle	0	-	0	-	11	<0.1%	**11**	**<0.1%**
Uninvolved pedestrian	0	-	0	-	0	-	**0**	**-**
Presence of prior accident	1	1.0%	1	<0.1%	2	<0.1%	**4**	**<0.1%**
No Contributing Factor(s) Identified	1	1.0%	165	1.7%	440	1.0%	**606**	**1.1%**
Not Stated	0	-	3	<0.1%	26	<0.1%	**29**	**<0.1%**
Total	105	100%	9,459	100.0%	44,473	100.0%	**54,037**	**100.0%**

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-3a Drivers Involved in Traffic Collisions by Contributing Factor and Collision Severity for Previous Five Years

Table 9-3a

Drivers Involved in Collisions by Contributing Factors and Collision Severity: 2015-2019 Average

Contributing Factor	2015-2019 Average Count of Drivers				
	Fatal	Injury	PDO	Total Drivers	% of Total Drivers
Driver Action - Driving Properly and Human Condition - Apparently Normal	35	8,651	25,769	34,455	52.5%
Driver Action - Driving properly	<1	79	243	323	0.5%
Any Driver Action	55	6,774	20,457	27,285	41.6%
Following too closely	<1	2,133	3,758	5,892	9.0%
Turning improperly	2	761	1,759	2,522	3.8%
Passing improperly	3	30	107	140	0.2%
Changing lanes improperly	1	370	1,692	2,063	3.1%
Fail to yield right-of-way	6	809	1,475	2,290	3.5%
Disobey traffic control device/officer	5	235	248	488	0.7%
Drive wrong way on roadway	3	6	11	19	<0.1%
Passing a vehicle at pedestrian X-walk	-	<1	<1	<1	<0.1%
Back unsafely	<1	249	2,992	3,242	4.9%
Parking improperly	<1	11	133	144	0.2%
Lost control/Drive off road	10	317	1,110	1,437	2.2%
Driverless vehicle ran out of control	<1	8	24	32	<0.1%
Leave stop sign before safe to do so	4	298	503	804	1.2%
Failed to signal	-	7	11	18	<0.1%
Take avoiding action	1	81	396	479	0.7%
Driver inexperience	2	41	124	166	0.3%
Pedestrian error/confusion	1	10	23	35	<0.1%
NET Speed	17	674	2,292	2,983	4.5%
Exceeding speed limit	8	8	16	33	<0.1%
Driving too fast for conditions	7	657	2,262	2,925	4.5%
Unsafe operating speed (Too fast or too slow)	3	11	16	31	<0.1%
NET Distracted driving	24	2,924	9,940	12,889	19.6%
Careless Driving	20	2,813	9,692	12,524	19.1%
Distraction/Inattention	7	201	480	688	1.0%
Human Condition - Apparently Normal	12	3,524	12,684	16,220	24.7%
Any Human Condition	23	104	134	260	0.4%
Loss of consciousness/Blackout prior to collision	2	22	16	40	<0.1%
Extreme fatigue/Fell asleep	1	21	43	65	<0.1%
Defective eyesight	-	1	1	3	<0.1%
Defective hearing	-	-	<1	<1	<0.1%
Medical disability	-	8	5	14	<0.1%
Physical disability	-	<1	1	2	<0.1%
Mental disability	-	3	1	4	<0.1%
Mental confusion/Inability to remember	<1	11	9	21	<0.1%
Sudden illness	<1	4	2	7	<0.1%
Exceed hours of service (commercial drivers only)	-	<1	-	<1	<0.1%
NET Impaired	20	44	60	124	0.2%
Ability impaired alcohol	15	35	50	100	0.2%
Ability impaired drugs	3	3	2	8	<0.1%
Had been drinking/Suspected alcohol use	5	9	10	23	<0.1%
No Apparent (Vehicle) Defect	43	12,236	38,387	50,666	77.2%
Any Vehicle Defect	2	29	247	277	0.4%
Defective brakes	-	6	16	22	<0.1%
Defective steering	-	1	5	6	<0.1%

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Contributing Factor	2015-2019 Average Count of Drivers				
	Fatal	Injury	PDO	Total Drivers	% of Total Drivers
Defective headlights	-	<1	<1	<1	<0.1%
Defective brake lights	<1	<1	5	6	<0.1%
Defective lighting (unspecified)	<1	<1	<1	2	<0.1%
Defective engine controls/drive train	-	1	5	7	<0.1%
Defective suspension/wheels	-	3	48	51	<0.1%
Defective tires	<1	6	67	74	0.1%
Tow hitch/yoke defective	-	2	13	15	<0.1%
Defective exhaust system	-	-	<1	<1	<0.1%
Hood/tailgate/door/covering opened	<1	<1	6	7	<0.1%
Defective glazing (obscured windows)	-	<1	1	2	<0.1%
Vehicle modifications	-	<1	1	2	<0.1%
Fire	-	<1	1	2	<0.1%
Overloaded/oversized	-	<1	4	4	<0.1%
Load shifted/spilled	-	2	20	22	<0.1%
Jack-knife/trailer swing	-	2	55	57	<0.1%
Hydroplaning tires	<1	1	4	6	<0.1%
Any Environmental Condition	11	644	3,967	4,621	7.0%
Animal action - Wild	1	85	1,906	1,992	3.0%
Animal action - Domestic	-	11	40	51	<0.1%
Slippery road surface	4	386	1,371	1,761	2.7%
Snow drift	<1	11	76	86	0.1%
Obstruction/debris on roadway	-	16	211	227	0.3%
View obstructed/limited	2	57	133	192	0.3%
Glare/reflection	<1	12	27	40	<0.1%
Construction zone	-	3	14	17	<0.1%
Defective driving surface	<1	15	92	108	0.2%
Shoulders defective	<1	<1	4	5	<0.1%
Lane markings inadequate	-	1	4	5	<0.1%
Defective/inoperative traffic control device	-	6	8	13	<0.1%
Weather	3	47	118	167	0.3%
Pedestrian corridor in use	-	5	8	13	<0.1%
Uninvolved vehicle	-	5	15	21	<0.1%
Uninvolved pedestrian	-	1	1	3	<0.1%
Presence of prior accident	<1	2	2	4	<0.1%
No Contributing Factor(s) Identified	2	246	519	767	1.2%
Not Stated	-	8	36	44	<0.1%
Total	104	16,044	49,487	65,634	100%

Note: Counts of drivers in the 2015-2019 average may not add to the total due to rounding.
*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-3 and Table 9-3a examine the contributing factors recorded for each driver involved in a collision.

In 2020, more than half of the **drivers involved in traffic collisions** (54%) are recorded as not being at-fault in the collision. Almost all of these drivers are noted in the traffic accident report (TAR) as both "driving properly" and being "apparently normal" at the time of a collision. One percent of drivers have no contributing factors recorded for the collision.

- 34% of the drivers involved in a fatal collision are noted as not being at-fault.
- 55% of the drivers in an injury collision are noted as not being at-fault.
- Nearly 54% of the drivers in a PDO collision are noted as not being at-fault.

Driver actions are recorded for 37% of the **drivers involved in traffic collisions** in 2020. This is a decrease from the previous five year (2015 to 2019) annual average, where driver actions are recorded for 42% of the drivers involved. In 2020:

- 55% of the drivers involved in **fatal collisions** have a driver action recorded, including:
  - Nearly 31% who are driving while distracted (including "careless driving" and "distraction/ inattention");
  - 12% who had speed noted as a factor (including "exceeding speed limit", "driving too fast for conditions" and "unsafe operating speed");
  - 9% who "lost control/drive off road"; and,
  - 7% who "fail to yield right-of-way".
- 42% of the drivers involved in **injury collisions** have a driver action recorded, including:
  - 22% who are driving while distracted;
  - 11% who are "following too closely";
  - 5% who "fail to yield right-of-way";
  - 4% who had speed noted as a factor (including "exceeding speed limit", "driving too fast for conditions" and "unsafe operating speed"); and,
  - 4% who are "turning improperly".
- 36% of the drivers involved in **PDO collisions** have a driver action recorded, including:
  - 21% who are driving while distracted;
  - 6% who "back unsafely";
  - 5% who are "following too closely"; and,
  - 4% who had speed noted as a factor (including "exceeding speed limit", "driving too fast for conditions" and "unsafe operating speed").

Human conditions are recorded for 0.3% of the **drivers involved in traffic collisions** in 2020, a slight decrease from the previous five year (2015 to 2019) annual average (0.4%). In 2020:

- 18% of the **drivers involved in fatal collisions** have a human condition recorded, including 15% who are impaired (including "ability impaired by alcohol", "ability impaired by drugs" and "had been drinking/suspected alcohol use");
- 1% of the **drivers involved in injury collisions** have a human condition recorded; and,
- 0.2% of the **drivers involved in PDO collisions** have a human condition recorded.

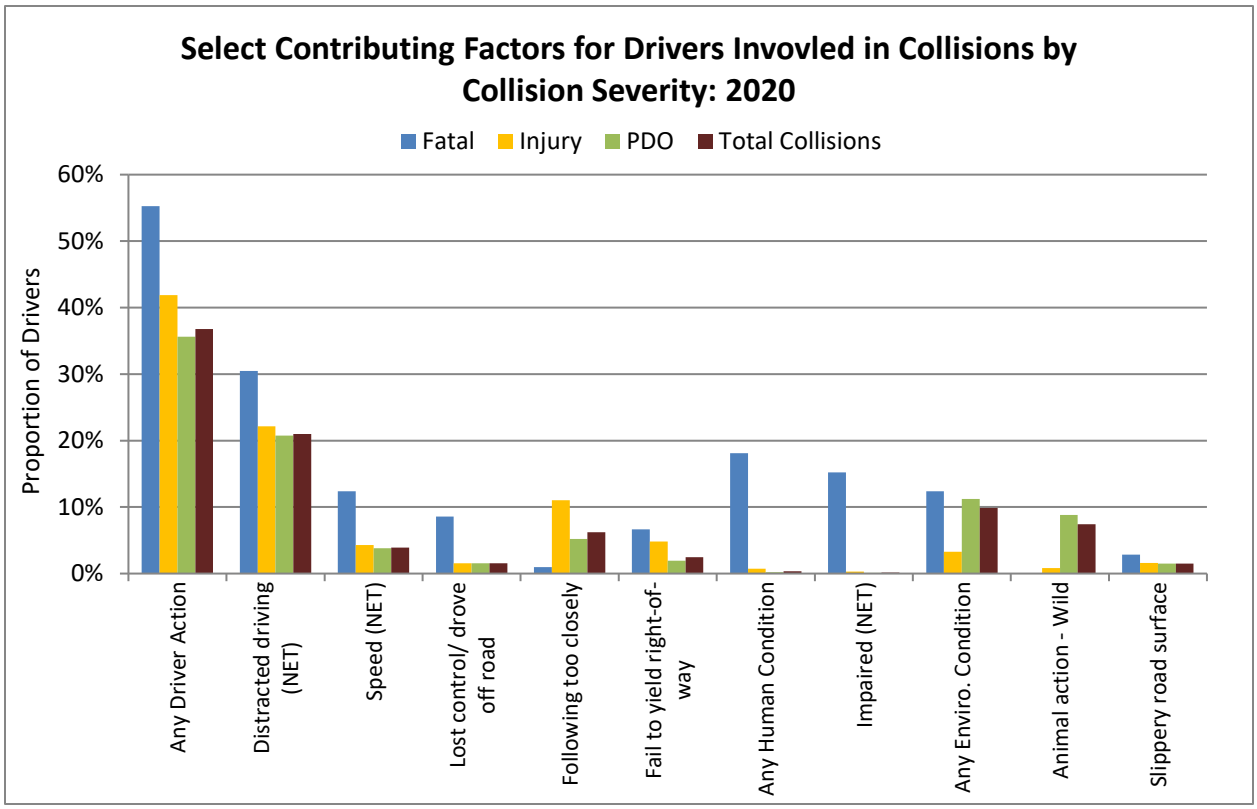
Some vehicle defect is recorded for 0.5% of drivers involved in traffic collisions in 2020 (0.4% in the previous five years, 2015 to 2019, annual average), with one driver in a fatal collision.

Environmental conditions are recorded as contributing factors for 10% of **drivers involved in traffic collisions** (12% of fatal, 3% of injury, and 11% of PDO) in 2020; compared to 7% in the previous five year (2015 to 2019) annual average. In 2020:

- 7% of drivers have "animal action – wild" recorded as a contributing factor (no fatal; 1% of injury; 9% of PDO); and,
- Nearly 2% of drivers have "slippery road surface" recorded as a contributing factor (3% of fatal; 2% of injury; nearly 2% PDO).

NOTE: For a detailed count of contributing factors recorded for drivers involved in collisions occurring in each year from 2015 to 2020, please refer to "*Table 9-8 Historical Summary of Contributing Factors for Drivers Involved in Collisions*" at the end of this section.

Figure 9-1 Select Contributing Factors for Drivers Involved in Collisions by Collision Severity



While many contributing factors are recorded for the **drivers involved in traffic collisions**, generally there are only a few that account for a large proportion of traffic collisions in Manitoba. In 2020, driver actions and human conditions are most often recorded for fatal traffic collisions, with the most frequent of these being distracted driving, impaired driving, speed, losing control of the vehicle, and failure to yield right-of-way. Driver actions and environmental conditions (including distracted driving, animal action – wild, following too closely, and speed) are the most often recorded contributing factors for PDO collisions.

Table 9-4 Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Collisions Severity

Table 9-4

Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Collision Severity: 2020, 2015-2019 Average

Contributing Factor	2020 Collision Severity			**2020 Total**	2015-2019 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Any Driver Action	0.6	42.1	168.5	**211.1**	0.6	74.7	225.5	300.8
Following too closely	<0.1	11.1	24.5	**35.6**	<0.1	23.5	41.4	64.9
Turning improperly	<0.1	4.2	13.7	**17.9**	<0.1	8.4	19.4	27.8
Passing improperly	<0.1	0.2	0.7	**0.9**	<0.1	0.3	1.2	1.5
Changing lanes improperly	-	2.5	12.0	**14.5**	<0.1	4.1	18.6	22.7
Fail to yield right-of-way	<0.1	4.9	9.2	**14.1**	<0.1	8.9	16.3	25.2
Disobey traffic control device/officer	<0.1	1.8	2.2	**4.0**	<0.1	2.6	2.7	5.4
Drive wrong way on roadway	<0.1	<0.1	0.1	**0.2**	<0.1	<0.1	0.1	0.2
Passing a vehicle at pedestrian X-walk	-	-	-	**-**	-	<0.1	<0.1	<0.1
Back unsafely	-	1.1	29.4	**30.5**	<0.1	2.7	33.0	35.7
Parking improperly	-	<0.1	1.0	**1.1**	<0.1	0.1	1.5	1.6
Lost control/Drive off road	<0.1	1.5	7.3	**9.0**	0.1	3.5	12.2	15.8
Driverless vehicle ran out of control	-	<0.1	0.1	**0.2**	<0.1	<0.1	0.3	0.4
Leave stop sign before safe to do so	<0.1	1.9	4.0	**5.9**	<0.1	3.3	5.5	8.9
Failed to signal	-	<0.1	<0.1	**<0.1**	-	<0.1	0.1	0.2
Take avoiding action	<0.1	0.4	2.4	**2.9**	<0.1	0.9	4.4	5.3
Driver inexperience	-	0.2	0.8	**1.0**	<0.1	0.4	1.4	1.8
Pedestrian error/confusion	<0.1	<0.1	<0.1	**0.1**	<0.1	0.1	0.3	0.4
NET Speed	0.1	4.3	17.9	**22.4**	0.2	7.4	25.3	32.9
Exceeding speed limit	<0.1	<0.1	<0.1	**0.1**	<0.1	<0.1	0.2	0.4
Driving too fast for conditions	<0.1	4.2	17.8	**22.1**	<0.1	7.2	24.9	32.2
Unsafe operating speed (Too fast or too slow)	<0.1	<0.1	0.2	**0.2**	<0.1	0.1	0.2	0.3
NET Distracted driving	0.3	22.3	98.0	**120.6**	0.3	32.2	109.6	142.1
Careless Driving	0.3	21.7	96.4	**118.4**	0.2	31.0	106.8	138.1
Distraction/Inattention	<0.1	1.0	3.5	**4.6**	<0.1	2.2	5.3	7.6

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Contributing Factor	2020 Collision Severity			2020 Total	2015-2019 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Any Human Condition	0.2	0.7	1.0	**2.0**	0.2	1.1	1.5	2.9
Loss of consciousness/Blackout prior to collision	-	0.2	0.1	**0.3**	<0.1	0.2	0.2	0.4
Extreme fatigue/Fell asleep	-	0.2	0.3	**0.5**	<0.1	0.2	0.5	0.7
Defective eyesight	<0.1	-	<0.1	**<0.1**	-	<0.1	<0.1	<0.1
Defective hearing	-	-	-	**-**	-	-	<0.1	<0.1
Medical disability	-	<0.1	<0.1	**<0.1**	-	<0.1	<0.1	0.2
Physical disability	-	-	<0.1	**<0.1**	-	<0.1	<0.1	<0.1
Mental disability	<0.1	-	-	**<0.1**	-	<0.1	<0.1	<0.1
Mental confusion/Inability to remember	-	<0.1	<0.1	**0.1**	<0.1	0.1	0.1	0.2
Sudden illness	-	<0.1	<0.1	**<0.1**	<0.1	<0.1	<0.1	<0.1
Exceed hours of service (commercial drivers only)	<0.1	-	-	**<0.1**	-	<0.1	-	<0.1
NET Impaired	0.2	0.3	0.5	**1.0**	0.2	0.5	0.7	1.4
Ability impaired alcohol	0.1	0.2	0.4	**0.8**	0.2	0.4	0.6	1.1
Ability impaired drugs	<0.1	<0.1	<0.1	**0.1**	<0.1	<0.1	<0.1	<0.1
Had been drinking/Suspected alcohol use	<0.1	<0.1	<0.1	**0.2**	<0.1	<0.1	0.1	0.3
Any Vehicle Defect	<0.1	0.1	2.6	**2.8**	<0.1	0.3	2.7	3.1
Defective brakes	-	<0.1	0.1	**0.1**	-	<0.1	0.2	0.2
Defective steering	-	<0.1	<0.1	**<0.1**	-	<0.1	<0.1	<0.1
Defective headlights	-	-	<0.1	**<0.1**	-	<0.1	<0.1	<0.1
Defective brake lights	-	-	<0.1	**<0.1**	<0.1	<0.1	<0.1	<0.1
Defective lighting (unspecified)	-	-	<0.1	**<0.1**	<0.1	<0.1	<0.1	<0.1
Defective engine controls/drive train	-	-	<0.1	**<0.1**	-	<0.1	<0.1	<0.1
Defective suspension/wheels	-	<0.1	0.7	**0.7**	-	<0.1	0.5	0.6
Defective tires	<0.1	<0.1	0.7	**0.7**	<0.1	<0.1	0.7	0.8
Tow hitch/yoke defective	-	-	0.1	**0.1**	-	<0.1	0.1	0.2
Defective exhaust system	-	-	<0.1	**<0.1**	-	-	<0.1	<0.1
Hood/tailgate/door/covering opened	-	-	<0.1	**<0.1**	<0.1	<0.1	<0.1	<0.1
Defective glazing (obscured windows)	-	-	-	**-**	-	<0.1	<0.1	<0.1
Vehicle modifications	-	-	<0.1	**<0.1**	-	<0.1	<0.1	<0.1
Fire	-	-	-	**-**	-	<0.1	<0.1	<0.1
Overloaded/oversized	-	-	<0.1	**<0.1**	-	<0.1	<0.1	<0.1

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Contributing Factor	2020 Collision Severity			2020 Total	2015-2019 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Load shifted/spilled	-	<0.1	0.2	**-**	-	<0.1	0.2	0.2
Jack-knife/trailer swing	-	<0.1	0.6	**0.6**	-	<0.1	0.6	0.6
Hydroplaning tires	-	<0.1	<0.1	**<0.1**	<0.1	<0.1	<0.1	<0.1
Any Environmental Condition	0.1	3.3	53.1	**56.6**	0.1	7.1	43.7	50.9
Animal action - Wild	-	0.8	41.7	**42.5**	<0.1	0.9	21.0	22.0
Animal action - Domestic	-	<0.1	0.3	**0.4**	-	0.1	0.4	0.6
Slippery road surface	<0.1	1.6	7.1	**8.7**	<0.1	4.3	15.1	19.4
Snow drift	-	<0.1	0.2	**0.2**	<0.1	0.1	0.8	1.0
Obstruction/debris on roadway	<0.1	<0.1	1.4	**1.4**	-	0.2	2.3	2.5
View obstructed/limited	<0.1	0.5	1.1	**1.6**	<0.1	0.6	1.5	2.1
Glare/reflection	<0.1	<0.1	0.1	**0.2**	<0.1	0.1	0.3	0.4
Construction zone	<0.1	<0.1	<0.1	**<0.1**	-	<0.1	0.1	0.2
Defective driving surface	<0.1	<0.1	0.5	**0.6**	<0.1	0.2	1.0	1.2
Shoulders defective	-	-	<0.1	**<0.1**	<0.1	<0.1	<0.1	<0.1
Lane markings inadequate	-	-	<0.1	**<0.1**	-	<0.1	<0.1	<0.1
Defective/inoperative traffic control device	<0.1	<0.1	<0.1	**<0.1**	-	<0.1	<0.1	0.1
Weather	<0.1	0.2	0.7	**0.9**	<0.1	0.5	1.3	1.8
Pedestrian corridor in use	-	<0.1	<0.1	**<0.1**	-	<0.1	<0.1	0.1
Uninvolved vehicle	-	-	0.1	**0.1**	-	<0.1	0.2	0.2
Uninvolved pedestrian	-	-	-	**-**	-	<0.1	<0.1	<0.1
Presence of prior accident	<0.1	<0.1	<0.1	**<0.1**	<0.1	<0.1	<0.1	<0.1

Recognizing that counts of drivers involved in collisions could be impacted either positively or negatively by changing population statistics, relative involvement rates per 10,000 licensed drivers is examined to provide a standardized collision rate comparison. This eliminates the effect of changing population size and focuses on the rate at which drivers are involved in collisions instead of simply a raw count of the number of drivers involved overall.

In 2020, the **driver involvement rate** (per 10,000 licensed drivers) in traffic collisions where:

- Any driver action is a contributing factor is 211.1, decreased by 30% from the previous five years (300.8);
- Any human condition is a contributing factor is 2.0, decreased by 31% from the previous five years (2.9);
- Some environmental condition is a contributing factor is 56.6, increased by 11% from the previous five years (50.9);
- Distracted driving is a contributing factor is 120.6, decreased by 15% from the previous five years (142.1);
- “Animal action - wild” is a contributing factor is 42.5, increased by 94% from the previous five years (22.0);
- “Following too closely” is a contributing factor is 35.6, decreased by 45% from the previous five years (64.9);
- “Backing unsafely” is a contributing factor is 30.5, decreased by 15% from the previous five years (35.7);
- Speed is a contributing factor is 22.4, decreased by 32% from the previous five years (32.9);
- “Turning improperly” is a contributing factor is 17.9, decreased by 36% from the previous five years (27.8);
- “Changing lanes improperly” is a contributing factor is 14.5, decreased by 36% from the previous five years (22.7);
- “Fail to yield right-of-way” is a contributing factor is 14.1, decreased by 44% from the previous five years (25.2); and,
- Impaired is a contributing factor is 1.0, decreased by 29% from the previous five years (1.4).

In 2020, the **driver involvement rate** (per 10,000 licensed drivers) in **fatal traffic collisions** where:

- A driver action is a contributing factor is 0.6, relatively the same as in the previous five years (0.6);
- Distracted driving is a contributing factor is 0.3, relatively the same as in the previous five years (0.3);
- Speed is a contributing factor is 0.1, down from 0.2 in the previous five years;
- A human condition is a contributing factor is 0.2, relatively the same as in the previous five years (0.2);
- Impaired is a contributing factor is 0.2, relatively the same as in the previous five years (0.2); and,
- An environmental condition is a contributing factor is 0.1, relatively the same as in the previous five years (0.1).

Table 9-5 Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Age

Table 9-5

Driver Involvement Rate (per 10,000 Licensed Drivers) in All Collisions by Contributing Factors and Age Group: 2020

Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Any Driver Action	363.3	334.0	248.3	213.9	193.0	159.6	144.7
Following too closely	68.3	64.1	47.6	36.1	34.4	24.7	14.7
Turning improperly	31.8	29.8	20.0	17.8	15.6	12.1	14.4
Passing improperly	1.5	1.1	1.2	0.7	1.0	0.9	0.4
Changing lanes improperly	24.4	23.7	17.1	12.8	12.0	11.2	12.2
Fail to yield right-of-way	24.4	22.7	16.4	13.1	12.0	10.3	11.8
Disobey traffic control device/officer	5.9	7.2	4.8	4.2	2.8	3.3	3.1
Drive wrong way on roadway	1.1	0.4	0.2	0.2	<0.1	<0.1	0.2
Passing a vehicle at pedestrian X-walk	-	-	-	-	-	-	-
Back unsafely	28.1	24.2	25.3	32.6	33.7	33.1	31.6
Parking improperly	0.7	0.4	1.2	1.1	0.9	1.3	1.3
Lost control/Drive off road	24.4	19.6	11.6	8.9	7.2	5.1	3.1
Driverless vehicle ran out of control	0.2	0.1	0.3	0.2	0.2	<0.1	<0.1
Leave stop sign before safe to do so	11.3	6.4	6.7	5.4	5.8	4.1	5.4
Failed to signal	-	0.1	<0.1	0.2	-	0.1	<0.1
Take avoiding action	5.9	6.4	4.1	2.3	2.9	1.4	1.2
Driver inexperience	3.7	3.4	1.4	0.7	0.5	0.3	0.2
Pedestrian error/confusion	0.2	0.3	0.2	<0.1	<0.1	0.2	0.1
NET Speed	58.9	43.8	29.7	24.2	18.1	12.8	7.9
Exceeding speed limit	0.7	0.3	0.2	<0.1	-	0.1	-
Driving too fast for conditions	57.3	43.0	29.4	23.9	18.0	12.6	7.7
Unsafe operating speed (Too fast or too slow)	0.9	0.5	0.2	0.2	<0.1	0.1	0.2
NET Distracted driving	201.5	190.5	142.7	123.5	109.8	89.7	83.7
Careless Driving	198.4	187.7	139.8	121.1	108.4	87.8	81.7
Distraction/Inattention	6.3	5.9	5.6	5.0	4.1	3.2	4.0
Any Human Condition	2.6	3.9	3.0	1.7	1.3	1.0	1.7
Loss of consciousness/Blackout prior to collision	0.7	-	0.3	0.4	<0.1	0.4	0.5
Extreme fatigue/Fell asleep	0.9	1.4	0.7	0.3	0.3	0.1	0.3
Defective eyesight	-	-	-	-	-	-	0.1
Defective hearing	-	-	-	-	-	-	-
Medical disability	-	-	0.1	-	-	<0.1	0.2
Physical disability	-	-	-	-	-	-	0.1
Mental disability	-	-	-	-	<0.1	-	-
Mental confusion/Inability to remember	-	-	<0.1	-	0.1	-	0.4
Sudden illness	-	0.1	0.1	<0.1	<0.1	0.1	0.1
Exceed hours of service (commercial drivers only)	-	-	-	-	<0.1	-	-
NET Impaired	1.1	2.4	2.0	1.0	0.5	0.4	0.3
Ability impaired alcohol	1.1	2.1	1.6	0.9	0.4	0.2	0.2
Ability impaired drugs	-	0.3	0.2	0.1	<0.1	0.2	-
Had been drinking/Suspected alcohol use	-	0.3	0.4	0.1	0.1	<0.1	<0.1
Any Vehicle Defect	2.4	2.1	1.6	0.9	0.4	0.2	0.2
Defective brakes	0.2	0.1	0.1	0.2	<0.1	0.2	<0.1
Defective steering	-	0.1	-	0.2	0.1	-	-
Defective headlights	-	-	<0.1	-	-	-	-
Defective brake lights	-	-	-	<0.1	-	-	-
Defective lighting (unspecified)	-	-	-	<0.1	-	-	-
Defective engine controls/drive train	-	-	0.1	-	-	-	-
Defective suspension/wheels	0.9	0.8	0.8	0.7	0.7	0.6	0.4
Defective tires	0.7	0.9	1.1	0.5	0.9	0.8	0.4
Tow hitch/yoke defective	-	-	0.2	0.2	0.1	<0.1	0.2

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Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Defective exhaust system	-	-	-	<0.1	<0.1	-	-
Hood/tailgate/door/covering opened	-	-	<0.1	-	-	<0.1	0.1
Defective glazing (obscured windows)	-	-	-	-	-	-	-
Vehicle modifications	-	-	-	-	-	<0.1	-
Fire	-	-	-	-	-	-	-
Overloaded/oversized	-	0.1	-	<0.1	-	0.3	-
Load shifted/spilled	0.2	0.1	0.7	0.2	0.2	0.3	-
Jack-knife/trailer swing	0.4	0.1	0.7	0.6	0.7	0.7	0.5
Hydroplaning tires	-	0.1	-	<0.1	<0.1	-	-
Any Environmental Condition	72.6	80.4	70.4	61.8	63.6	49.6	26.2
Animal action - Wild	49.1	58.2	51.8	46.5	49.7	40.1	19.1
Animal action - Domestic	0.9	0.4	0.4	0.3	0.7	0.1	0.3
Slippery road surface	17.4	14.7	12.4	10.1	7.3	5.4	3.4
Snow drift	0.2	-	0.2	0.2	0.3	-	0.3
Obstruction/debris on roadway	0.7	1.3	1.7	1.7	1.7	1.3	1.2
View obstructed/limited	1.7	3.4	1.9	1.6	2.1	1.3	0.6
Glare/reflection	-	0.3	0.3	0.2	0.1	0.1	0.3
Construction zone	-	0.1	<0.1	<0.1	<0.1	0.1	0.1
Defective driving surface	1.1	0.8	0.7	0.4	0.7	0.8	0.2
Shoulders defective	-	0.1	0.1	-	-	-	-
Lane markings inadequate	-	0.1	-	-	<0.1	-	-
Defective/inoperative traffic control device	0.4	0.1	<0.1	<0.1	0.1	-	-
Weather	1.3	1.2	1.0	1.1	1.0	0.6	0.6
Pedestrian corridor in use	-	0.1	0.1	-	0.1	-	0.2
Uninvolved vehicle	-	0.3	0.1	0.2	<0.1	<0.1	<0.1
Uninvolved pedestrian	-	-	-	-	-	-	-
Presence of prior accident	-	-	<0.1	-	-	<0.1	0.1

Table 9-5a Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Age for Previous Five Years

Table 9-5a

Driver Involvement Rate (per 10,000 Licensed Drivers) in All Collisions by Contributing Factors and Age Group: 2015-2019 Average

Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Any Driver Action	546.7	509.1	360.9	300.4	258.6	212.8	195.1
Following too closely	134.6	134.1	87.3	65.8	52.5	38.5	26.9
Turning improperly	48.7	46.8	32.7	26.2	23.3	19.6	21.5
Passing improperly	2.8	2.3	2.0	1.4	1.4	1.0	1.3
Changing lanes improperly	37.1	37.3	25.9	22.0	18.8	16.8	18.6
Fail to yield right-of-way	43.5	38.7	29.2	23.8	21.5	18.1	21.1
Disobey traffic control device/officer	8.6	9.2	6.7	5.3	4.6	3.6	3.9
Drive wrong way on roadway	0.5	0.3	0.3	0.1	0.2	0.2	0.2
Passing a vehicle at pedestrian X-walk	<0.1	-	<0.1	-	-	-	-
Back unsafely	37.8	31.7	32.1	37.8	39.1	37.9	33.1
Parking improperly	1.5	1.6	1.9	1.6	1.5	1.4	1.6
Lost control/Drive off road	44.1	33.6	20.9	15.7	11.4	8.3	5.7
Driverless vehicle ran out of control	0.7	0.4	0.4	0.4	0.3	0.2	0.3
Leave stop sign before safe to do so	15.1	12.7	9.6	8.5	7.9	6.5	7.9
Failed to signal	0.3	0.3	0.2	0.2	0.2	0.1	0.2
Take avoiding action	10.4	10.6	7.3	5.6	4.3	2.9	2.1
Driver inexperience	12.2	4.4	1.7	1.0	0.7	0.7	0.4
Pedestrian error/confusion	0.8	0.5	0.4	0.5	0.3	0.3	0.2
NET Speed	80.8	68.1	43.4	34.0	25.9	18.3	11.7
Exceeding speed limit	0.7	0.8	0.6	0.4	0.2	0.2	<0.1
Driving too fast for conditions	79.1	66.8	42.4	33.3	25.6	17.9	11.5
Unsafe operating speed (Too fast or too slow)	1.3	0.7	0.4	0.3	0.2	0.2	0.1
NET Distracted driving	252.8	236.1	169.9	140.5	121.2	101.4	97.3
Careless Driving	243.9	229.3	165.1	136.8	117.8	99.1	94.4
Distraction/Inattention	15.8	12.3	9.2	7.1	6.3	5.0	5.4
Any Human Condition	5.3	6.4	4.1	2.4	1.9	1.6	1.9
Loss of consciousness/Blackout prior to collision	0.6	0.6	0.4	0.3	0.4	0.4	0.6
Extreme fatigue/Fell asleep	2.1	2.0	1.1	0.5	0.4	0.3	0.3
Defective eyesight	-	-	<0.1	<0.1	-	<0.1	<0.1
Defective hearing	<0.1	-	-	-	-	-	<0.1
Medical disability	-	0.2	<0.1	0.1	0.1	0.2	0.3
Physical disability	-	-	<0.1	<0.1	-	<0.1	<0.1
Mental disability	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mental confusion/Inability to remember	<0.1	0.3	0.1	0.1	<0.1	0.2	0.6
Sudden illness	<0.1	0.1	<0.1	<0.1	<0.1	0.1	0.1
Exceed hours of service (commercial drivers only)	-	-	-	<0.1	-	-	-
NET Impaired	2.4	3.4	2.3	1.5	0.9	0.6	0.2
Ability impaired alcohol	1.9	2.8	1.9	1.2	0.8	0.5	0.2
Ability impaired drugs	0.2	0.2	0.2	0.1	<0.1	<0.1	<0.1
Had been drinking/Suspected alcohol use	0.4	0.7	0.4	0.3	0.1	0.2	<0.1
Any Vehicle Defect	3.5	4.3	3.5	3.2	3.4	2.9	1.6
Defective brakes	0.5	0.4	0.3	0.2	0.3	0.2	<0.1
Defective steering	0.1	0.1	<0.1	<0.1	0.1	<0.1	<0.1
Defective headlights	<0.1	<0.1	-	-	-	<0.1	<0.1
Defective brake lights	<0.1	0.2	<0.1	<0.1	<0.1	<0.1	<0.1
Defective lighting (unspecified)	-	<0.1	<0.1	-	<0.1	<0.1	-
Defective engine controls/drive train	<0.1	0.2	<0.1	<0.1	<0.1	<0.1	<0.1
Defective suspension/wheels	0.6	0.6	0.8	0.5	0.6	0.6	0.2
Defective tires	1.4	1.4	1.1	0.9	0.6	0.7	0.4
Tow hitch/yoke defective	<0.1	<0.1	<0.1	0.2	0.2	0.2	0.1

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Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Defective exhaust system	<0.1	-	-	-	-	-	-
Hood/tailgate/door/covering opened	<0.1	<0.1	<0.1	<0.1	0.1	<0.1	<0.1
Defective glazing (obscured windows)	<0.1	<0.1	<0.1	<0.1	-	<0.1	<0.1
Vehicle modifications	-	<0.1	<0.1	<0.1	-	<0.1	<0.1
Fire	<0.1	<0.1	-	<0.1	<0.1	<0.1	<0.1
Overloaded/oversized	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Load shifted/spilled	0.1	0.3	0.3	0.2	0.4	0.2	<0.1
Jack-knife/trailer swing	0.2	0.6	0.6	0.7	0.8	0.7	0.5
Hydroplaning tires	0.1	0.2	<0.1	<0.1	<0.1	<0.1	<0.1
Any Environmental Condition	82.1	85.9	62.5	55.7	49.4	37.8	24.0
Animal action - Wild	26.7	31.6	24.9	24.9	24.4	19.4	10.7
Animal action - Domestic	1.0	0.9	0.7	0.8	0.4	0.3	0.3
Slippery road surface	41.1	37.6	26.0	20.3	16.1	11.7	7.8
Snow drift	1.4	1.8	1.3	1.3	0.8	0.6	0.3
Obstruction/debris on roadway	3.1	3.7	2.9	2.6	2.5	2.1	1.7
View obstructed/limited	3.3	3.4	2.7	2.2	2.0	1.4	1.4
Glare/reflection	0.5	0.7	0.4	0.4	0.5	0.3	0.4
Construction zone	0.2	0.1	0.2	0.2	0.2	0.2	0.2
Defective driving surface	2.6	2.1	1.4	1.1	1.1	1.1	0.4
Shoulders defective	0.2	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Lane markings inadequate	0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Defective/inoperative traffic control device	0.1	0.3	0.2	<0.1	0.1	0.1	0.1
Weather	3.0	4.0	2.3	2.1	1.5	1.2	0.8
Pedestrian corridor in use	0.2	0.3	0.1	0.2	0.2	<0.1	<0.1
Uninvolved vehicle	0.3	0.4	0.2	0.3	0.2	0.1	0.1
Uninvolved pedestrian	-	<0.1	<0.1	<0.1	<0.1	<0.1	-
Presence of prior accident	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1

Younger drivers, especially those under the age of 25, tend to have higher **driver involvement rates** in traffic collisions overall and in collisions where specific contributing factors are noted.

In 2020, the involvement rate in collisions for drivers aged 16 to 19 with:

- Any at-fault contributing factor is:
  - 1.1 times that of drivers aged 20 to 24;
  - 1.4 times that of drivers aged 25 to 34;
  - 1.6 times that of drivers aged 35 to 44; and,
  - 2.0 times that of drivers aged 45 and older.
- A driver action as a contributing factor is:
  - 1.1 times that of drivers aged 20 to 24;
  - 1.5 times that of drivers aged 25 to 34;
  - 1.7 times that of drivers aged 35 to 44; and,
  - 2.2 times that of drivers aged 45 and older.
- A human condition as a contributing factor is:
  - 0.7 times that of drivers aged 20 to 24;
  - 0.9 times that of drivers aged 25 to 34;
  - 1.5 times that of drivers aged 35 to 44; and,
  - 2.0 times that of drivers aged 45 and older.
- “Driver inexperience” as a contributing factor is:
  - 1.1 times that of drivers aged 20 to 24;
  - 2.6 times that of drivers aged 25 to 34;
  - 5.0 times that of drivers aged 35 to 44; and,
  - 11.0 times that of drivers aged 45 and older.

In 2020, the involvement rate in collisions for drivers aged 20 to 24 with:

- Any at-fault contributing factor is:
  - 1.3 times that of drivers aged 25 to 34;
  - 1.5 times that of drivers aged 35 to 44; and,
  - 1.9 times that of drivers aged 45 and older.
- A driver action as a contributing factor is:
  - 1.3 times that of drivers aged 25 to 34;
  - 1.6 times that of drivers aged 35 to 44; and,
  - 2.0 times that of drivers aged 45 and older.
- A human condition as a contributing factor is:
  - 1.3 times that of drivers aged 25 to 34;
  - 2.3 times that of drivers aged 35 to 44; and,
  - 3.0 times that of drivers aged 45 and older.
- "Driver inexperience" as a contributing factor is:
  - 2.4 times that of drivers aged 25 to 34;
  - 4.6 times that of drivers aged 35 to 44; and,
  - 10.1 times that of drivers aged 45 and older.

Table 9-6 Historical Summary of Contributing Factors to a Collision Overall

Table 9-6

Summary of Contributing Factors to a Collision: 2015 to 2020

Contributing Factor	2015 Total Collisions	% of 2015 Total Collisions	2016 Total Collisions	% of 2016 Total Collisions	2017 Total Collisions	% of 2017 Total Collisions	2018 Total Collisions	% of 2018 Total Collisions	2019 Total Collisions	% of 2019 Total Collisions	**2020 Total Collisions**	**% of 2020 Total Collisions**
Driver Action - Driving Properly and Human Condition - Apparently Normal	28,316	68.2%	32,255	71.2%	35,635	68.7%	38,772	74.9%	41,092	75.0%	**30,524**	**68.8%**
Driver Action - Driving properly	530	1.3%	429	0.9%	214	0.4%	210	0.4%	238	0.4%	**784**	**1.8%**
Any Driver Action	25,877	62.3%	26,859	59.3%	28,998	55.9%	26,597	51.4%	26,801	48.9%	**19,703**	**44.4%**
Following too closely	6,958	16.7%	6,763	14.9%	6,280	12.1%	5,090	9.8%	4,300	7.9%	**3,347**	**7.5%**
Turning improperly	2,564	6.2%	2,486	5.5%	2,762	5.3%	2,371	4.6%	2,397	4.4%	**1,687**	**3.8%**
Passing improperly	151	0.4%	164	0.4%	156	0.3%	124	0.2%	100	0.2%	**82**	**0.2%**
Changing lanes improperly	1,914	4.6%	2,080	4.6%	2,149	4.1%	1,977	3.8%	1,962	3.6%	**1,333**	**3.0%**
Fail to yield right-of-way	2,272	5.5%	2,358	5.2%	2,610	5.0%	2,142	4.1%	2,102	3.8%	**1,342**	**3.0%**
Disobey traffic control device/officer	500	1.2%	527	1.2%	558	1.1%	458	0.9%	421	0.8%	**383**	**0.9%**
Drive wrong way on roadway	28	<0.1%	18	<0.1%	25	<0.1%	19	<0.1%	11	<0.1%	**21**	**<0.1%**
Passing a vehicle at pedestrian X-walk	0	-	0	-	3	<0.1%	0	-	1	<0.1%	**0**	**-**
Back unsafely	3,040	7.3%	3,383	7.5%	3,496	6.7%	3,057	5.9%	3,036	5.5%	**2,835**	**6.4%**
Parking improperly	152	0.4%	181	0.4%	212	0.4%	111	0.2%	126	0.2%	**111**	**0.3%**
Lost control/Drive off road	1,589	3.8%	1,403	3.1%	1,347	2.6%	1,168	2.3%	1,686	3.1%	**845**	**1.9%**
Driverless vehicle ran out of control	38	<0.1%	37	<0.1%	53	0.1%	28	<0.1%	19	<0.1%	**17**	**<0.1%**
Leave stop sign before safe to do so	844	2.0%	861	1.9%	869	1.7%	661	1.3%	760	1.4%	**547**	**1.2%**
Failed to signal	21	<0.1%	17	<0.1%	31	<0.1%	14	<0.1%	8	<0.1%	**8**	**<0.1%**
Take avoiding action	488	1.2%	522	1.2%	544	1.0%	437	0.8%	431	0.8%	**279**	**0.6%**
Driver inexperience	176	0.4%	176	0.4%	235	0.5%	141	0.3%	108	0.2%	**95**	**0.2%**
Pedestrian error/confusion	55	0.1%	65	0.1%	71	0.1%	78	0.2%	65	0.1%	**37**	**<0.1%**
NET Speed	3,092	7.4%	2,964	6.5%	3,692	7.1%	2,283	4.4%	2,903	5.3%	**2,108**	**4.8%**
Exceeding speed limit	48	0.1%	39	<0.1%	31	<0.1%	34	<0.1%	12	<0.1%	**11**	**<0.1%**
Driving too fast for conditions	3,005	7.2%	2,890	6.4%	3,643	7.0%	2,227	4.3%	2,875	5.3%	**2,077**	**4.7%**
Unsafe operating speed (Too fast or too slow)	48	0.1%	42	<0.1%	23	<0.1%	24	<0.1%	21	<0.1%	**23**	**<0.1%**
NET Distracted driving	9,463	22.8%	11,086	24.5%	15,403	29.7%	14,618	28.3%	13,922	25.4%	**11,350**	**25.6%**
Careless Driving	8,943	21.5%	10,560	23.3%	15,024	29.0%	14,388	27.8%	13,710	25.0%	**11,133**	**25.1%**
Distraction/Inattention	716	1.7%	787	1.7%	1,068	2.1%	512	1.0%	433	0.8%	**448**	**1.0%**

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Contributing Factor	2015 Total Collisions	% of 2015 Total Collisions	2016 Total Collisions	% of 2016 Total Collisions	2017 Total Collisions	% of 2017 Total Collisions	2018 Total Collisions	% of 2018 Total Collisions	2019 Total Collisions	% of 2019 Total Collisions	**2020 Total Collisions**	**% of 2020 Total Collisions**
Human Condition - Apparently Normal	7,580	18.2%	15,621	34.5%	20,107	38.8%	18,209	35.2%	19,561	35.7%	**14,811**	**33.4%**
Any Human Condition	297	0.7%	301	0.7%	278	0.5%	279	0.5%	208	0.4%	**197**	**0.4%**
Loss of consciousness/Blackout prior to collision	43	0.1%	40	<0.1%	54	0.1%	44	<0.1%	19	<0.1%	**30**	**<0.1%**
Extreme fatigue/Fell asleep	66	0.2%	79	0.2%	70	0.1%	68	0.1%	44	<0.1%	**43**	**<0.1%**
Defective eyesight	5	<0.1%	4	<0.1%	2	<0.1%	0	-	4	<0.1%	**3**	**<0.1%**
Defective hearing	1	<0.1%	2	<0.1%	0	-	1	<0.1%	0	-	**0**	**-**
Medical disability	20	<0.1%	11	<0.1%	15	<0.1%	15	<0.1%	11	<0.1%	**6**	**<0.1%**
Physical disability	5	<0.1%	4	<0.1%	3	<0.1%	0	-	0	-	**2**	**<0.1%**
Mental disability	5	<0.1%	4	<0.1%	3	<0.1%	7	<0.1%	1	<0.1%	**4**	**<0.1%**
Mental confusion/Inability to remember	28	<0.1%	24	<0.1%	19	<0.1%	18	<0.1%	16	<0.1%	**10**	**<0.1%**
Sudden illness	8	<0.1%	12	<0.1%	6	<0.1%	6	<0.1%	5	<0.1%	**9**	**<0.1%**
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-	1	<0.1%	**1**	**<0.1%**
NET Impaired	140	0.3%	145	0.3%	133	0.3%	139	0.3%	119	0.2%	**99**	**0.2%**
Ability impaired alcohol	109	0.3%	110	0.2%	109	0.2%	118	0.2%	93	0.2%	**79**	**0.2%**
Ability impaired drugs	7	<0.1%	8	<0.1%	8	<0.1%	10	<0.1%	14	<0.1%	**12**	**<0.1%**
Had been drinking/Suspected alcohol use	36	<0.1%	34	<0.1%	27	<0.1%	18	<0.1%	22	<0.1%	**17**	**<0.1%**
No Apparent (Vehicle) Defect	32,283	77.7%	38,760	85.5%	45,902	88.5%	47,017	90.9%	50,370	92.0%	**38,996**	**87.9%**
Any Vehicle Defect	300	0.7%	278	0.6%	342	0.7%	238	0.5%	239	0.4%	**264**	**0.6%**
Defective brakes	22	<0.1%	30	<0.1%	31	<0.1%	14	<0.1%	15	<0.1%	**13**	**<0.1%**
Defective steering	15	<0.1%	2	<0.1%	5	<0.1%	5	<0.1%	6	<0.1%	**6**	**<0.1%**
Defective headlights	0	-	0	-	2	<0.1%	1	<0.1%	1	<0.1%	**1**	**<0.1%**
Defective brake lights	5	<0.1%	10	<0.1%	3	<0.1%	5	<0.1%	6	<0.1%	**1**	**<0.1%**
Defective lighting (unspecified)	0	-	2	<0.1%	4	<0.1%	2	<0.1%	0	-	**1**	**<0.1%**
Defective engine controls/drive train	6	<0.1%	9	<0.1%	7	<0.1%	8	<0.1%	3	<0.1%	**2**	**<0.1%**
Defective suspension/wheels	49	0.1%	52	0.1%	58	0.1%	52	0.1%	44	<0.1%	**64**	**0.1%**
Defective tires	74	0.2%	70	0.2%	100	0.2%	70	0.1%	57	0.1%	**69**	**0.2%**
Tow hitch/yoke defective	25	<0.1%	15	<0.1%	15	<0.1%	13	<0.1%	6	<0.1%	**14**	**<0.1%**
Defective exhaust system	0	-	0	-	0	-	0	-	1	<0.1%	**2**	**<0.1%**
Hood/tailgate/door/covering opened	4	<0.1%	13	<0.1%	5	<0.1%	4	<0.1%	8	<0.1%	**4**	**<0.1%**
Defective glazing (obscured windows)	3	<0.1%	2	<0.1%	1	<0.1%	1	<0.1%	1	<0.1%	**0**	**-**
Vehicle modifications	2	<0.1%	1	<0.1%	1	<0.1%	1	<0.1%	4	<0.1%	**1**	**<0.1%**
Fire	1	<0.1%	3	<0.1%	1	<0.1%	0	-	3	<0.1%	**0**	**-**

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Contributing Factor	2015 Total Collisions	% of 2015 Total Collisions	2016 Total Collisions	% of 2016 Total Collisions	2017 Total Collisions	% of 2017 Total Collisions	2018 Total Collisions	% of 2018 Total Collisions	2019 Total Collisions	% of 2019 Total Collisions	**2020 Total Collisions**	**% of 2020 Total Collisions**
Overloaded/oversized	4	<0.1%	4	<0.1%	4	<0.1%	7	<0.1%	2	<0.1%	**6**	**<0.1%**
Load shifted/spilled	23	<0.1%	16	<0.1%	37	<0.1%	16	<0.1%	19	<0.1%	**26**	**<0.1%**
Jack-knife/trailer swing	63	0.2%	51	0.1%	71	0.1%	40	<0.1%	59	0.1%	**55**	**0.1%**
Hydroplaning tires	12	<0.1%	6	<0.1%	1	<0.1%	4	<0.1%	5	<0.1%	**3**	**<0.1%**
Any Environmental Condition	4,000	9.6%	4,556	10.1%	6,528	12.6%	3,726	7.2%	4,490	8.2%	**5,361**	**12.1%**
Animal action - Wild	1,892	4.6%	1,892	4.2%	3,437	6.6%	1,436	2.8%	1,302	2.4%	**4,003**	**9.0%**
Animal action - Domestic	33	<0.1%	51	0.1%	67	0.1%	52	0.1%	55	0.1%	**36**	**<0.1%**
Slippery road surface	1,357	3.3%	1,700	3.8%	2,029	3.9%	1,448	2.8%	2,269	4.1%	**824**	**1.9%**
Snow drift	45	0.1%	96	0.2%	98	0.2%	70	0.1%	123	0.2%	**20**	**<0.1%**
Obstruction/debris on roadway	191	0.5%	255	0.6%	280	0.5%	172	0.3%	244	0.4%	**137**	**0.3%**
View obstructed/limited	155	0.4%	185	0.4%	235	0.5%	223	0.4%	230	0.4%	**165**	**0.4%**
Glare/reflection	41	<0.1%	52	0.1%	35	<0.1%	36	<0.1%	51	<0.1%	**21**	**<0.1%**
Construction zone	15	<0.1%	23	<0.1%	21	<0.1%	19	<0.1%	17	<0.1%	**9**	**<0.1%**
Defective driving surface	82	0.2%	121	0.3%	137	0.3%	119	0.2%	83	0.2%	**55**	**0.1%**
Shoulders defective	9	<0.1%	8	<0.1%	3	<0.1%	4	<0.1%	3	<0.1%	**3**	**<0.1%**
Lane markings inadequate	4	<0.1%	7	<0.1%	4	<0.1%	5	<0.1%	4	<0.1%	**2**	**<0.1%**
Defective/inoperative traffic control device	18	<0.1%	13	<0.1%	17	<0.1%	13	<0.1%	11	<0.1%	**8**	**<0.1%**
Weather	205	0.5%	198	0.4%	213	0.4%	138	0.3%	119	0.2%	**89**	**0.2%**
Pedestrian corridor in use	11	<0.1%	26	<0.1%	45	<0.1%	33	<0.1%	37	<0.1%	**23**	**<0.1%**
Uninvolved vehicle	27	<0.1%	32	<0.1%	19	<0.1%	30	<0.1%	20	<0.1%	**16**	**<0.1%**
Uninvolved pedestrian	4	<0.1%	8	<0.1%	13	<0.1%	5	<0.1%	9	<0.1%	**4**	**<0.1%**
Presence of prior accident	3	<0.1%	2	<0.1%	1	<0.1%	10	<0.1%	7	<0.1%	**4**	**<0.1%**
No Contributing Factor(s) Identified	1,572	3.8%	1,463	3.2%	427	0.8%	442	0.9%	837	1.5%	**680**	**1.5%**
Not Stated	73	0.2%	74	0.2%	52	0.1%	39	<0.1%	28	<0.1%	**32**	**<0.1%**
Total	41,548	100%	45,316	100%	51,844	100%	51,732	100%	54,755	100%	**44,339**	**100%**

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-7 Historical Summary of Contributing Factors Recorded for Victims of Collisions

Table 9-7

Summary of Contributing Factors for Victims (Killed and Injured, Combined) of Collisions: 2015 to 2020

Contributing Factor	2015 Total Victims	% of 2015 Total Victims	2016 Total Victims	% of 2016 Total Victims	2017 Total Victims	% of 2017 Total Victims	2018 Total Victims	% of 2018 Total Victims	2019 Total Victims	% of 2019 Total Victims	**2020 Total Victims**	**% of 2020 Total Victims**
Driver Action - Driving Properly and Human Condition - Apparently Normal	10,041	83.6%	10,726	84.8%	10,639	84.0%	10,309	85.5%	9,941	85.4%	**6,051**	**83.6%**
Driver Action - Driving properly	255	2.1%	147	1.2%	74	0.6%	61	0.5%	46	0.4%	**40**	**0.6%**
Any Driver Action	8,932	74.3%	9,171	72.5%	9,657	76.3%	8,883	73.7%	8,241	70.8%	**5,163**	**71.3%**
Following too closely	3,386	28.2%	3,302	26.1%	3,170	25.0%	2,519	20.9%	1,946	16.7%	**1,338**	**18.5%**
Turning improperly	1,081	9.0%	1,097	8.7%	1,122	8.9%	970	8.0%	948	8.1%	**548**	**7.6%**
Passing improperly	37	0.3%	63	0.5%	41	0.3%	48	0.4%	42	0.4%	**24**	**0.3%**
Changing lanes improperly	391	3.3%	452	3.6%	522	4.1%	445	3.7%	458	3.9%	**306**	**4.2%**
Fail to yield right-of-way	1,142	9.5%	1,120	8.9%	1,281	10.1%	1,116	9.3%	1,076	9.2%	**654**	**9.0%**
Disobey traffic control device/officer	393	3.3%	373	2.9%	409	3.2%	349	2.9%	355	3.0%	**270**	**3.7%**
Drive wrong way on roadway	22	0.2%	17	0.1%	26	0.2%	17	0.1%	7	<0.1%	**14**	**0.2%**
Passing a vehicle at pedestrian X-walk	0	-	0	-	1	<0.1%	0	-	0	-	**0**	**-**
Back unsafely	231	1.9%	259	2.0%	293	2.3%	273	2.3%	283	2.4%	**113**	**1.6%**
Parking improperly	12	<0.1%	19	0.2%	14	0.1%	14	0.1%	13	0.1%	**4**	**<0.1%**
Lost control/Drive off road	480	4.0%	439	3.5%	403	3.2%	340	2.8%	365	3.1%	**182**	**2.5%**
Driverless vehicle ran out of control	11	<0.1%	16	0.1%	19	0.2%	8	<0.1%	4	<0.1%	**3**	**<0.1%**
Leave stop sign before safe to do so	450	3.7%	441	3.5%	436	3.4%	360	3.0%	360	3.1%	**247**	**3.4%**
Failed to signal	11	<0.1%	8	<0.1%	14	0.1%	7	<0.1%	4	<0.1%	**4**	**<0.1%**
Take avoiding action	92	0.8%	111	0.9%	133	1.1%	95	0.8%	76	0.7%	**55**	**0.8%**
Driver inexperience	58	0.5%	62	0.5%	87	0.7%	46	0.4%	29	0.2%	**18**	**0.2%**
Pedestrian error/confusion	26	0.2%	34	0.3%	41	0.3%	42	0.3%	31	0.3%	**22**	**0.3%**
NET Speed	993	8.3%	977	7.7%	1,092	8.6%	665	5.5%	815	7.0%	**548**	**7.6%**
Exceeding speed limit	24	0.2%	54	0.4%	19	0.2%	26	0.2%	16	0.1%	**28**	**0.4%**
Driving too fast for conditions	953	7.9%	899	7.1%	1,064	8.4%	626	5.2%	786	6.7%	**512**	**7.1%**
Unsafe operating speed (Too fast or too slow)	24	0.2%	34	0.3%	11	<0.1%	14	0.1%	16	0.1%	**9**	**0.1%**
NET Distracted driving	3,101	25.8%	3,367	26.6%	4,662	36.8%	4,501	37.3%	3,820	32.8%	**2,641**	**36.5%**
Careless Driving	2,838	23.6%	3,142	24.8%	4,490	35.5%	4,411	36.6%	3,719	31.9%	**2,561**	**35.4%**
Distraction/Inattention	365	3.0%	350	2.8%	404	3.2%	203	1.7%	206	1.8%	**150**	**2.1%**

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Contributing Factor	2015 Total Victims	% of 2015 Total Victims	2016 Total Victims	% of 2016 Total Victims	2017 Total Victims	% of 2017 Total Victims	2018 Total Victims	% of 2018 Total Victims	2019 Total Victims	% of 2019 Total Victims	**2020 Total Victims**	**% of 2020 Total Victims**
Human Condition - Apparently Normal	2,217	18.4%	4,564	36.1%	5,380	42.5%	5,630	46.7%	5,630	48.3%	**3,159**	**43.6%**
Any Human Condition	226	1.9%	206	1.6%	174	1.4%	184	1.5%	156	1.3%	**135**	**1.9%**
Loss of consciousness/Blackout prior to collision	39	0.3%	24	0.2%	34	0.3%	30	0.2%	15	0.1%	**21**	**0.3%**
Extreme fatigue/Fell asleep	28	0.2%	27	0.2%	24	0.2%	34	0.3%	23	0.2%	**21**	**0.3%**
Defective eyesight	4	<0.1%	1	<0.1%	2	<0.1%	0	-	3	<0.1%	**2**	**<0.1%**
Defective hearing	2	<0.1%	0	-	0	-	0	-	0	-	**0**	**-**
Medical disability	14	0.1%	10	<0.1%	12	<0.1%	14	0.1%	10	<0.1%	**4**	**<0.1%**
Physical disability	4	<0.1%	1	<0.1%	0	-	0	-	0	-	**0**	**-**
Mental disability	4	<0.1%	2	<0.1%	2	<0.1%	8	<0.1%	0	-	**4**	**<0.1%**
Mental confusion/Inability to remember	27	0.2%	8	<0.1%	13	0.1%	15	0.1%	9	<0.1%	**2**	**<0.1%**
Sudden illness	4	<0.1%	10	<0.1%	4	<0.1%	6	<0.1%	4	<0.1%	**9**	**0.1%**
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-	1	<0.1%	**1**	**<0.1%**
NET Impaired	121	1.0%	139	1.1%	104	0.8%	93	0.8%	99	0.9%	**75**	**1.0%**
Ability impaired alcohol	97	0.8%	93	0.7%	71	0.6%	79	0.7%	81	0.7%	**51**	**0.7%**
Ability impaired drugs	9	<0.1%	16	0.1%	2	<0.1%	10	<0.1%	19	0.2%	**9**	**0.1%**
Had been drinking/Suspected alcohol use	27	0.2%	41	0.3%	38	0.3%	9	<0.1%	14	0.1%	**24**	**0.3%**
No Apparent (Vehicle) Defect	10,488	87.3%	11,462	90.6%	11,639	91.9%	11,402	94.6%	10,976	94.3%	**6,736**	**93.1%**
Any Vehicle Defect	35	0.3%	59	0.5%	52	0.4%	32	0.3%	23	0.2%	**22**	**0.3%**
Defective brakes	8	<0.1%	9	<0.1%	18	0.1%	3	<0.1%	4	<0.1%	**3**	**<0.1%**
Defective steering	2	<0.1%	0	-	2	<0.1%	3	<0.1%	3	<0.1%	**2**	**<0.1%**
Defective headlights	0	-	0	-	1	<0.1%	0	-	0	-	**0**	**-**
Defective brake lights	0	-	8	<0.1%	0	-	1	<0.1%	1	<0.1%	**0**	**-**
Defective lighting (unspecified)	0	-	4	<0.1%	2	<0.1%	1	<0.1%	0	-	**0**	**-**
Defective engine controls/drive train	2	<0.1%	1	<0.1%	2	<0.1%	3	<0.1%	0	-	**0**	**-**
Defective suspension/wheels	4	<0.1%	7	<0.1%	3	<0.1%	2	<0.1%	2	<0.1%	**2**	**<0.1%**
Defective tires	8	<0.1%	15	0.1%	8	<0.1%	11	<0.1%	4	<0.1%	**8**	**0.1%**
Tow hitch/yoke defective	0	-	2	<0.1%	6	<0.1%	3	<0.1%	0	-	**0**	**-**
Defective exhaust system	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Hood/tailgate/door/covering opened	1	<0.1%	4	<0.1%	1	<0.1%	0	-	0	-	**0**	**-**
Defective glazing (obscured windows)	0	-	2	<0.1%	0	-	1	<0.1%	0	-	**0**	**-**
Vehicle modifications	0	-	0	-	0	-	0	-	4	<0.1%	**0**	**-**
Fire	1	<0.1%	2	<0.1%	2	<0.1%	0	-	0	-	**0**	**-**

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Contributing Factor	2015 Total Victims	% of 2015 Total Victims	2016 Total Victims	% of 2016 Total Victims	2017 Total Victims	% of 2017 Total Victims	2018 Total Victims	% of 2018 Total Victims	2019 Total Victims	% of 2019 Total Victims	**2020 Total Victims**	**% of 2020 Total Victims**
Overloaded/oversized	1	<0.1%	0	-	0	-	0	-	0	-	**0**	**-**
Load shifted/spilled	2	<0.1%	2	<0.1%	5	<0.1%	1	<0.1%	1	<0.1%	**2**	**<0.1%**
Jack-knife/trailer swing	3	<0.1%	1	<0.1%	2	<0.1%	1	<0.1%	4	<0.1%	**4**	**<0.1%**
Hydroplaning tires	3	<0.1%	3	<0.1%	0	-	2	<0.1%	0	-	**1**	**<0.1%**
Any Environmental Condition	764	6.4%	942	7.4%	1,035	8.2%	731	6.1%	909	7.8%	**420**	**5.8%**
Animal action - Wild	130	1.1%	100	0.8%	131	1.0%	71	0.6%	70	0.6%	**81**	**1.1%**
Animal action - Domestic	12	<0.1%	14	0.1%	18	0.1%	12	<0.1%	17	0.1%	**4**	**<0.1%**
Slippery road surface	412	3.4%	560	4.4%	602	4.8%	404	3.4%	570	4.9%	**202**	**2.8%**
Snow drift	6	<0.1%	24	0.2%	13	0.1%	9	<0.1%	25	0.2%	**4**	**<0.1%**
Obstruction/debris on roadway	24	0.2%	25	0.2%	36	0.3%	14	0.1%	20	0.2%	**5**	**<0.1%**
View obstructed/limited	75	0.6%	96	0.8%	95	0.8%	92	0.8%	104	0.9%	**66**	**0.9%**
Glare/reflection	15	0.1%	18	0.1%	9	<0.1%	22	0.2%	29	0.2%	**17**	**0.2%**
Construction zone	5	<0.1%	7	<0.1%	6	<0.1%	6	<0.1%	4	<0.1%	**2**	**<0.1%**
Defective driving surface	12	<0.1%	22	0.2%	30	0.2%	19	0.2%	18	0.2%	**8**	**0.1%**
Shoulders defective	2	<0.1%	1	<0.1%	1	<0.1%	9	<0.1%	0	-	**0**	**-**
Lane markings inadequate	2	<0.1%	4	<0.1%	0	-	0	-	2	<0.1%	**0**	**-**
Defective/inoperative traffic control device	9	<0.1%	15	0.1%	14	0.1%	6	<0.1%	4	<0.1%	**7**	**<0.1%**
Weather	81	0.7%	72	0.6%	88	0.7%	56	0.5%	55	0.5%	**25**	**0.3%**
Pedestrian corridor in use	6	<0.1%	7	<0.1%	33	0.3%	20	0.2%	22	0.2%	**10**	**0.1%**
Uninvolved vehicle	11	<0.1%	13	0.1%	8	<0.1%	14	0.1%	7	<0.1%	**3**	**<0.1%**
Uninvolved pedestrian	2	<0.1%	7	<0.1%	7	<0.1%	3	<0.1%	8	<0.1%	**2**	**<0.1%**
Presence of prior accident	1	<0.1%	5	<0.1%	0	-	8	<0.1%	1	<0.1%	**3**	**<0.1%**
No Contributing Factor(s) Identified	650	5.4%	589	4.7%	172	1.4%	172	1.4%	385	3.3%	**251**	**3.5%**
Not Stated	16	0.1%	18	0.1%	18	0.1%	15	0.1%	5	<0.1%	**6**	**<0.1%**
Total	12,017	100%	12,653	100%	12,659	100%	12,057	100%	11,645	100%	**7,238**	**100%**

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each year will add to more than the total victims for that year.

Table 9-8 Historical Summary of Contributing Factors Recorded for Drivers Involved in Collisions

Table 9-8
Summary of Contributing Factors for Drivers Involved in Collisions: 2015 to 2020

Contributing Factor	2015 Total Drivers	% of 2015 Total Drivers	2016 Total Drivers	% of 2016 Total Drivers	2017 Total Drivers	% of 2017 Total Drivers	2018 Total Drivers	% of 2018 Total Drivers	2019 Total Drivers	% of 2019 Total Drivers	**2020 Total Drivers**	**% of 2020 Total Drivers**
Driver Action - Driving Properly and Human Condition - Apparently Normal	28,516	47.8%	32,598	51.1%	34,281	50.1%	37,280	56.0%	39,600	56.9%	**28,929**	**53.5%**
Driver Action - Driving properly	535	0.9%	429	0.7%	211	0.3%	205	0.3%	235	0.3%	**774**	**1.4%**
Any Driver Action	26,147	43.8%	27,122	42.5%	29,307	42.8%	26,798	40.2%	27,053	38.9%	**19,869**	**36.8%**
Following too closely	6,999	11.7%	6,776	10.6%	6,292	9.2%	5,090	7.6%	4,304	6.2%	**3,349**	**6.2%**
Turning improperly	2,577	4.3%	2,496	3.9%	2,769	4.0%	2,374	3.6%	2,396	3.4%	**1,685**	**3.1%**
Passing improperly	152	0.3%	165	0.3%	158	0.2%	124	0.2%	102	0.1%	**82**	**0.2%**
Changing lanes improperly	1,953	3.3%	2,121	3.3%	2,224	3.2%	2,021	3.0%	1,994	2.9%	**1,364**	**2.5%**
Fail to yield right-of-way	2,278	3.8%	2,368	3.7%	2,603	3.8%	2,117	3.2%	2,085	3.0%	**1,328**	**2.5%**
Disobey traffic control device/officer	499	0.8%	525	0.8%	542	0.8%	456	0.7%	420	0.6%	**380**	**0.7%**
Drive wrong way on roadway	27	<0.1%	18	<0.1%	24	<0.1%	17	<0.1%	11	<0.1%	**21**	**<0.1%**
Passing a vehicle at pedestrian X-walk	0	-	0	-	3	<0.1%	0	-	1	<0.1%	**0**	**-**
Back unsafely	3,083	5.2%	3,418	5.4%	3,536	5.2%	3,090	4.6%	3,081	4.4%	**2,867**	**5.3%**
Parking improperly	146	0.2%	172	0.3%	200	0.3%	96	0.1%	108	0.2%	**101**	**0.2%**
Lost control/Drive off road	1,587	2.7%	1,402	2.2%	1,346	2.0%	1,166	1.8%	1,684	2.4%	**844**	**1.6%**
Driverless vehicle ran out of control	37	<0.1%	37	<0.1%	45	<0.1%	26	<0.1%	17	<0.1%	**16**	**<0.1%**
Leave stop sign before safe to do so	849	1.4%	870	1.4%	872	1.3%	664	1.0%	766	1.1%	**554**	**1.0%**
Failed to signal	21	<0.1%	17	<0.1%	30	<0.1%	14	<0.1%	8	<0.1%	**8**	**<0.1%**
Take avoiding action	488	0.8%	521	0.8%	528	0.8%	431	0.6%	425	0.6%	**269**	**0.5%**
Driver inexperience	174	0.3%	176	0.3%	235	0.3%	138	0.2%	108	0.2%	**95**	**0.2%**
Pedestrian error/confusion	45	<0.1%	41	<0.1%	29	<0.1%	28	<0.1%	31	<0.1%	**14**	**<0.1%**
NET Speed	3,090	5.2%	2,959	4.6%	3,687	5.4%	2,280	3.4%	2,900	4.2%	**2,107**	**3.9%**
Exceeding speed limit	48	<0.1%	38	<0.1%	31	<0.1%	34	<0.1%	12	<0.1%	**11**	**<0.1%**
Driving too fast for conditions	3,005	5.0%	2,887	4.5%	3,638	5.3%	2,224	3.3%	2,872	4.1%	**2,077**	**3.8%**
Unsafe operating speed (Too fast or too slow)	46	<0.1%	41	<0.1%	23	<0.1%	23	<0.1%	21	<0.1%	**22**	**<0.1%**
NET Distracted driving	9,462	15.8%	11,093	17.4%	15,398	22.5%	14,582	21.9%	13,910	20.0%	**11,347**	**21.0%**
Careless Driving	8,947	15.0%	10,573	16.6%	15,025	22.0%	14,362	21.6%	13,715	19.7%	**11,139**	**20.6%**
Distraction/Inattention	706	1.2%	776	1.2%	1,054	1.5%	496	0.7%	407	0.6%	**433**	**0.8%**

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Contributing Factor	2015 Total Drivers	% of 2015 Total Drivers	2016 Total Drivers	% of 2016 Total Drivers	2017 Total Drivers	% of 2017 Total Drivers	2018 Total Drivers	% of 2018 Total Drivers	2019 Total Drivers	% of 2019 Total Drivers	**2020 Total Drivers**	**% of 2020 Total Drivers**
Human Condition - Apparently Normal	7,594	12.7%	15,605	24.4%	20,136	29.4%	18,134	27.2%	19,630	28.2%	**14,809**	**27.4%**
Any Human Condition	291	0.5%	294	0.5%	262	0.4%	262	0.4%	191	0.3%	**187**	**0.3%**
Loss of consciousness/Blackout prior to collision	43	<0.1%	41	<0.1%	54	<0.1%	44	<0.1%	19	<0.1%	**30**	**<0.1%**
Extreme fatigue/Fell asleep	66	0.1%	79	0.1%	70	0.1%	68	0.1%	44	<0.1%	**43**	**<0.1%**
Defective eyesight	5	<0.1%	4	<0.1%	1	<0.1%	0	-	3	<0.1%	**2**	**<0.1%**
Defective hearing	0	-	2	<0.1%	0	-	0	-	0	-	**0**	**-**
Medical disability	20	<0.1%	11	<0.1%	14	<0.1%	15	<0.1%	9	<0.1%	**6**	**<0.1%**
Physical disability	4	<0.1%	4	<0.1%	1	<0.1%	0	-	0	-	**2**	**<0.1%**
Mental disability	5	<0.1%	4	<0.1%	3	<0.1%	7	<0.1%	0	-	**1**	**<0.1%**
Mental confusion/Inability to remember	28	<0.1%	23	<0.1%	18	<0.1%	18	<0.1%	16	<0.1%	**10**	**<0.1%**
Sudden illness	8	<0.1%	12	<0.1%	6	<0.1%	6	<0.1%	5	<0.1%	**9**	**<0.1%**
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-	1	<0.1%	**1**	**<0.1%**
NET Impaired	135	0.2%	138	0.2%	120	0.2%	123	0.2%	105	0.2%	**92**	**0.2%**
Ability impaired alcohol	105	0.2%	104	0.2%	100	0.1%	105	0.2%	85	0.1%	**74**	**0.1%**
Ability impaired drugs	7	<0.1%	7	<0.1%	7	<0.1%	9	<0.1%	11	<0.1%	**11**	**<0.1%**
Had been drinking/Suspected alcohol use	35	<0.1%	32	<0.1%	20	<0.1%	14	<0.1%	16	<0.1%	**15**	**<0.1%**
No Apparent (Vehicle) Defect	36,356	60.9%	47,046	73.7%	54,268	79.3%	55,791	83.8%	59,871	86.1%	**42,792**	**79.2%**
Any Vehicle Defect	299	0.5%	276	0.4%	337	0.5%	237	0.4%	237	0.3%	**263**	**0.5%**
Defective brakes	22	<0.1%	29	<0.1%	29	<0.1%	14	<0.1%	15	<0.1%	**13**	**<0.1%**
Defective steering	14	<0.1%	2	<0.1%	4	<0.1%	5	<0.1%	6	<0.1%	**6**	**<0.1%**
Defective headlights	0	-	0	-	2	<0.1%	1	<0.1%	1	<0.1%	**1**	**<0.1%**
Defective brake lights	5	<0.1%	10	<0.1%	3	<0.1%	5	<0.1%	6	<0.1%	**1**	**<0.1%**
Defective lighting (unspecified)	0	-	2	<0.1%	4	<0.1%	2	<0.1%	0	-	**1**	**<0.1%**
Defective engine controls/drive train	6	<0.1%	9	<0.1%	7	<0.1%	8	<0.1%	3	<0.1%	**2**	**<0.1%**
Defective suspension/wheels	49	<0.1%	52	<0.1%	58	<0.1%	52	<0.1%	44	<0.1%	**64**	**0.1%**
Defective tires	74	0.1%	70	0.1%	100	0.1%	70	0.1%	57	<0.1%	**69**	**0.1%**
Tow hitch/yoke defective	25	<0.1%	15	<0.1%	15	<0.1%	12	<0.1%	6	<0.1%	**14**	**<0.1%**
Defective exhaust system	0	-	0	-	0	-	0	-	1	<0.1%	**2**	**<0.1%**
Hood/tailgate/door/covering opened	4	<0.1%	13	<0.1%	5	<0.1%	4	<0.1%	8	<0.1%	**4**	**<0.1%**
Defective glazing (obscured windows)	3	<0.1%	2	<0.1%	1	<0.1%	1	<0.1%	1	<0.1%	**0**	**-**
Vehicle modifications	2	<0.1%	1	<0.1%	1	<0.1%	1	<0.1%	4	<0.1%	**1**	**<0.1%**
Fire	1	<0.1%	3	<0.1%	1	<0.1%	0	-	3	<0.1%	**0**	**-**

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Contributing Factor	2015 Total Drivers	% of 2015 Total Drivers	2016 Total Drivers	% of 2016 Total Drivers	2017 Total Drivers	% of 2017 Total Drivers	2018 Total Drivers	% of 2018 Total Drivers	2019 Total Drivers	% of 2019 Total Drivers	**2020 Total Drivers**	**% of 2020 Total Drivers**
Overloaded/oversized	4	<0.1%	3	<0.1%	4	<0.1%	7	<0.1%	1	<0.1%	**6**	**<0.1%**
Load shifted/spilled	23	<0.1%	16	<0.1%	35	<0.1%	16	<0.1%	19	<0.1%	**25**	**<0.1%**
Jack-knife/trailer swing	63	0.1%	51	<0.1%	71	0.1%	40	<0.1%	58	<0.1%	**55**	**0.1%**
Hydroplaning tires	12	<0.1%	6	<0.1%	1	<0.1%	4	<0.1%	5	<0.1%	**3**	**<0.1%**
Any Environmental Condition	4,000	6.7%	4,535	7.1%	6,460	9.4%	3,675	5.5%	4,435	6.4%	**5,326**	**9.9%**
Animal action - Wild	1,891	3.2%	1,893	3.0%	3,437	5.0%	1,435	2.2%	1,303	1.9%	**4,002**	**7.4%**
Animal action - Domestic	33	<0.1%	51	<0.1%	67	<0.1%	51	<0.1%	54	<0.1%	**36**	**<0.1%**
Slippery road surface	1,361	2.3%	1,703	2.7%	2,029	3.0%	1,447	2.2%	2,266	3.3%	**819**	**1.5%**
Snow drift	45	<0.1%	96	0.2%	98	0.1%	70	0.1%	123	0.2%	**20**	**<0.1%**
Obstruction/debris on roadway	190	0.3%	254	0.4%	278	0.4%	170	0.3%	243	0.3%	**136**	**0.3%**
View obstructed/limited	155	0.3%	177	0.3%	211	0.3%	206	0.3%	211	0.3%	**152**	**0.3%**
Glare/reflection	41	<0.1%	50	<0.1%	30	<0.1%	33	<0.1%	47	<0.1%	**19**	**<0.1%**
Construction zone	15	<0.1%	20	<0.1%	17	<0.1%	18	<0.1%	13	<0.1%	**8**	**<0.1%**
Defective driving surface	82	0.1%	120	0.2%	136	0.2%	119	0.2%	83	0.1%	**55**	**0.1%**
Shoulders defective	9	<0.1%	7	<0.1%	3	<0.1%	4	<0.1%	3	<0.1%	**3**	**<0.1%**
Lane markings inadequate	4	<0.1%	8	<0.1%	4	<0.1%	5	<0.1%	4	<0.1%	**2**	**<0.1%**
Defective/inoperative traffic control device	17	<0.1%	13	<0.1%	15	<0.1%	12	<0.1%	10	<0.1%	**7**	**<0.1%**
Weather	204	0.3%	192	0.3%	209	0.3%	127	0.2%	105	0.2%	**86**	**0.2%**
Pedestrian corridor in use	10	<0.1%	18	<0.1%	14	<0.1%	10	<0.1%	14	<0.1%	**8**	**<0.1%**
Uninvolved vehicle	27	<0.1%	27	<0.1%	11	<0.1%	22	<0.1%	16	<0.1%	**11**	**<0.1%**
Uninvolved pedestrian	3	<0.1%	3	<0.1%	3	<0.1%	2	<0.1%	3	<0.1%	**0**	**-**
Presence of prior accident	3	<0.1%	2	<0.1%	0	-	9	<0.1%	7	<0.1%	**4**	**<0.1%**
No Contributing Factor(s) Identified	1,260	2.1%	1,196	1.9%	305	0.4%	341	0.5%	731	1.1%	**606**	**1.1%**
Not Stated	68	0.1%	61	<0.1%	44	<0.1%	26	<0.1%	21	<0.1%	**29**	**<0.1%**
Total	59,716	100%	63,839	100%	68,447	100%	66,606	100%	69,564	100%	**54,037**	**100%**

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Table 9-9 Summary of 'Speed', 'Distracted driving' and 'Impaired' as Contributing Factors

Table 9-9
Summary of 'Speed', 'Distracted driving' and 'Impaired' as Contributing Factors: 2015 to 2020

		2015	2016	2017	2018	2019	2015-2019 average	**2020**
NET Speed ('Exceeding speed limit', 'Driving too fast for conditions' and 'Unsafe operating speed (too fast or too slow)' combined)								
Collisions	All collisions	3,092	2,964	3,692	2,283	2,903	2,987	**2,108**
		7.4%	6.5%	7.1%	4.4%	5.3%	6.1%	**4.8%**
	Fatal collisions	13	26	12	15	18	17	**13**
		18.8%	27.1%	18.5%	23.1%	26.5%	23.1%	**18.6%**
	Injury collisions	745	722	830	477	604	676	**407**
		8.2%	7.5%	8.6%	5.1%	6.7%	7.2%	**7.2%**
Victims	All victims (killed or injured)	993	977	1,092	665	815	908	**548**
		8.3%	7.7%	8.6%	5.5%	7.0%	7.4%	**7.6%**
	People killed	13	33	13	18	22	20	**15**
		16.7%	30.8%	17.8%	25.7%	28.9%	24.5%	**19.2%**
	People seriously injured	60	73	69	43	48	59	**32**
		14.5%	15.3%	15.6%	9.8%	13.0%	13.7%	**10.1%**
Driver Involvement (/10,000 drivers)	All collisions	35.1	33.0	40.7	24.8	31.1	32.9	**22.4**
	Fatal collisions	0.1	0.3	0.1	0.2	0.2	0.2	**0.1**
	Injury collisions	8.4	8.0	9.1	5.2	6.5	7.4	**4.3**
NET Distracted driving ('Distraction/ inattention' and 'Careless driving' combined)								
Collisions	All collisions	9,463	11,086	15,403	14,618	13,922	12,898	**11,350**
		22.8%	24.5%	29.7%	28.3%	25.4%	26.3%	**25.6%**
	Fatal collisions	25	23	26	18	32	25	**32**
		36.2%	24.0%	40.0%	27.7%	47.1%	34.2%	**45.7%**
	Injury collisions	2,260	2,535	3,495	3,408	2,911	2,922	**2,089**
		24.8%	26.5%	36.1%	36.5%	32.4%	31.3%	**36.9%**
Victims	All victims (killed or injured)	3,101	3,367	4,662	4,501	3,820	3,890	**2,641**
		25.8%	26.6%	36.8%	37.3%	32.8%	31.9%	**36.5%**
	People killed	28	29	30	19	33	28	**38**
		35.9%	27.1%	41.1%	27.1%	43.4%	34.4%	**48.7%**
	People seriously injured	133	138	184	195	138	158	**117**
		32.0%	28.9%	41.6%	44.6%	37.5%	36.8%	**36.8%**
Driver Involvement (/10,000 drivers)	All collisions	107.4	123.8	170.1	158.4	149.1	142.1	**120.6**
	Fatal collisions	0.3	0.3	0.3	0.2	0.3	0.3	**0.3**
	Injury collisions	25.7	28.4	38.5	37.1	31.3	32.2	**22.3**
NET Impaired ('Impaired by alcohol', 'Impaired by drugs' and 'Had been drinking/Suspected alcohol use' combined)								
Collisions	All collisions	140	145	133	139	119	135	**99**
		0.3%	0.3%	0.3%	0.3%	0.2%	0.3%	**0.2%**
	Fatal collisions	15	31	21	25	19	22	**18**
		21.7%	32.3%	32.3%	38.5%	27.9%	30.6%	**25.7%**
	Injury collisions	61	49	42	41	42	47	**32**
		0.7%	0.5%	0.4%	0.4%	0.5%	0.5%	**0.6%**
Victims	All victims (killed or injured)	121	139	104	93	99	111	**75**
		1.0%	1.1%	0.8%	0.8%	0.9%	0.9%	**1.0%**
	People killed	16	38	23	28	22	25	**20**
		20.5%	35.5%	31.5%	40.0%	28.9%	31.4%	**25.6%**
	People seriously injured	24	36	27	10	18	23	**15**
		5.8%	7.5%	6.1%	2.3%	4.9%	5.4%	**4.7%**
Driver Involvement (/10,000 drivers)	All collisions	1.5	1.5	1.3	1.3	1.1	1.4	**1.0**
	Fatal collisions	0.1	0.3	0.2	0.2	0.2	0.2	**0.2**
	Injury collisions	0.7	0.5	0.4	0.4	0.4	0.5	**0.3**

Note: Proportions provided for each contributing factor in a specific category are for the count of contributing factor as a portion of all collisions in the specific category. E.g., the proportion of fatal collisions where speed is a factor is derived from the count of fatal collisions in the specific year where speed is a factor divided by the total fatal collisions in that year.

SECTION 10 - National Safety Code Monitoring Report

Introduction

This section counts the number of commercial vehicles involved in collisions, the severity of those collisions and the victims killed and injured in those collisions. This section includes only commercial vehicles with a National Safety Code (NSC).

Key Highlights

In 2020, there are 1,826 commercial vehicles involved in traffic collisions. Of these:

- 12 are involved in fatal collisions;
- 267 are involved in injury collisions; and,
- 1,547 are involved in PDO collisions.

Traffic collisions where at least one commercial vehicle is involved resulted in a total of 353 victims in 2020, including:

- 13 people killed;
- 30 people seriously injured; and,
- 310 people where the injury is minor, minimal or unspecified.

Major Elements Examined

Counts of NSC commercial vehicles involved in collisions in Manitoba for 2020 and previous years are taken from Traffic Accident Reports (TARs) completed by Manitoba Public Insurance and law enforcement agencies, and compiled by Manitoba Public Insurance. These counts are presented for all reportable collisions, fatal collisions, injury collisions, and property damage only (PDO) collisions.

It is important to note that the number of collisions is not equal to the number of vehicles involved in those collisions, nor does it equal the number of victims in those collisions. All collisions reported involve at least one vehicle, but may involve more than one as well. Likewise, a single collision could involve no victims, or one or more victims.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2015 to 2019. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

Due to the small numbers of fatal collisions, fluctuations year-over-year could be dramatic; a small change in the total count of these types of collisions could have a significant effect on statistics such as percentage change to previous years and involvement rates. Therefore, the reader is strongly cautioned when interpreting results regarding fatal collisions.

The reader is cautioned that not all victims in a collision involving an NSC commercial vehicle will be a driver or passenger in the commercial vehicle. This section counts the number of total victims resulting from a collision where a commercial vehicle was involved, not just the victims in the commercial vehicle.

Terms and Definitions

“Collision Severity”

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

"Injury Collision"

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed. Levels of injury include: 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required).

"Property Damage Only (PDO) Collision"

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

"Light Duty Vehicles"

- A classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: passenger vehicles (automobile), mini/multi-purpose van, van under 4,500 kg and pick-up under 4,500 kg.

"NSC Commercial Vehicles"

- The National Safety Code (NSC) is a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: "Truck greater than 4,500 kilograms (unit chassis)", "Power Unit for Semi-Trailer", "Truck (Other)" (where the type and size of truck is unknown), "School Bus", "Transit Bus (Urban)", "Inter-City Bus", and "Bus (Other)". These vehicles bear a National Safety Code Number and are entered onto the National Safety Code Collision Monitoring Report.

"Truck greater than 4,500 kilograms (unit chassis)"

- A vehicle category that includes all straight trucks with a gross vehicle mass 4,500 kg and over on the vehicle registration. This does not include truck tractors with a fifth wheel assembly.

"Power Unit for Semi-Trailer"

- A vehicle category that includes truck tractors used for the moving of cargo in or on a trailer by means of a fifth wheel connection. This does not include pickups equipped with a fifth wheel.

"Truck (Other)"

- A vehicle category used if the type and size of truck is unknown.

"School Bus"

- A vehicle category that includes a bus authorized for the transportation of students to or from school and related school activities.

"Transit Bus (Urban)"

- A vehicle category that includes a bus used for commercial carrying of passengers within an urban area.

"Inter-City Bus"

- A vehicle category that includes a bus licensed for inter-city or provincial travel.

"Bus (Other)"

- A vehicle category that includes personal use of buses and bus type conversions, but does not include original equipment manufacturer type; for example, buses converted to motor homes.

"Contributing Factor"

- Those circumstances or factors recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environmental condition. The TAR allows for up to three contributing factors to be recorded for each driver or vehicle involved in the collision.

"At-fault Contributing Factor"

- A contributing factor where some action or condition other than "driving properly" and "apparently normal" has been noted.

"Driver Action"

- A category of contributing factors attributed to actions taken or performed by a driver immediately prior to a collision.

"Human Condition"

- A category of contributing factors attributed to the physical or mental condition of a driver immediately prior to a collision, most often that limit the driver's ability to drive safely or properly.

"Vehicle Condition"

- A category of contributing factors attributed to the physical condition of a vehicle immediately prior to a collision.

"Environmental Condition"

- A category of contributing factors attributed to environmental conditions (i.e., weather, road surface and animal actions) immediately prior to a collision.

"Pre-collision activity"

- The action of a vehicle immediately prior to involvement in a collision. This is an indication of what the vehicle was doing prior to the accident or to the driver realizing that a collision may occur and does not include vehicle maneuver to avoid the collision.

Table 10-1 NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type and Collision Severity

NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type and Collision Severity: 2020, 2015-2019 Average

Vehicle Category	2020 Collision Severity						**2020 Total**	% of 2020 Total	2015-2019 Average Count of Vehicles				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Truck >4,500 kgs Unit Chassis	3	25.0%	141	52.8%	957	61.9%	**1,101**	60.3%	4	189	937	1,130	56.0%
Power Unit (Semi-Trailer)	7	58.3%	69	25.8%	413	26.7%	**489**	26.8%	9	115	400	525	26.0%
Truck - Other	1	8.3%	10	3.7%	43	2.8%	**54**	3.0%	1	22	70	93	4.6%
School Bus	0	-	3	1.1%	40	2.6%	**43**	2.4%	-	11	45	56	2.8%
Transit Bus - Urban	1	8.3%	29	10.9%	32	2.1%	**62**	3.4%	<1	53	51	104	5.2%
Para-Transit Bus	0	-	0	-	0	-	**0**	-	-	3	5	8	0.4%
Inter-City Bus	0	-	0	-	6	0.4%	**6**	0.3%	-	2	11	13	0.7%
Bus - Other	0	-	15	5.6%	56	3.6%	**71**	3.9%	-	18	71	89	4.4%
Total	12	100%	267	100%	1,547	100%	**1,826**	100%	15	413	1,591	2,019	100%

Note: Counts of vehicles in the 2015-2019 average may not add to the total due to rounding.

In 2020, there are 1,826 commercial vehicles involved in traffic collisions. Of these:

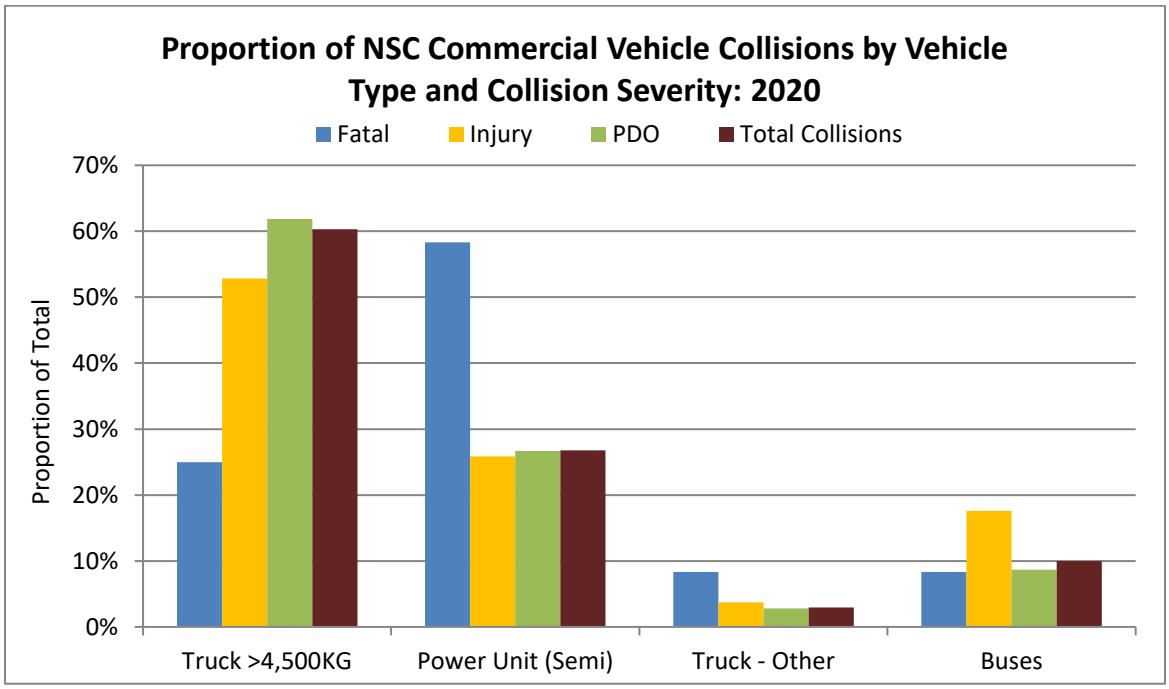
- 12 are involved in fatal collisions;
- 267 are involved in injury collisions; and,
- 1,547 are involved in PDO collisions.

The number of NSC commercial vehicles involved in collisions in 2020 has decreased by 10% (a count of 193) compared to the previous five year (2015 to 2019) annual average. Compared to the previous five years, the number of NSC commercial vehicles in 2020 involved in:

- Fatal collisions decreased by a count of 3;
- Injury collisions decreased by 35% (a count of 146); and,
- PDO collisions decreased by 3% (a count of 44).

NOTE: For a detailed historical count of NSC Commercial Vehicles involved in traffic collisions occurring in each year from 2015 to 2020, please refer to "*Table 10-5 Historical Summary of NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type*" at the end of this section.

Figure 10-1 Proportion of NSC Commercial Vehicles by Vehicle Type and Collision Severity



In 2020, trucks with a unit chassis greater than 4,500 kilograms and power units for semi-trailers combined account for 87% of the commercial vehicles involved in traffic collisions.

- Power units for semi-trailers account for 7 of the 12 commercial vehicles involved in fatal collisions; and,
- Trucks with unit chassis greater than 4,500 kilograms account for 3 of the 12 commercial vehicles involved in fatal collisions.

Table 10-2 Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type

Table 10-2
Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type: 2020

Vehicle Type	2020 Casualty Type												**2020 Total Victims**	% of 2020 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Truck >4,500 kgs Unit Chassis	4	30.8%	18	60.0%	46	46.9%	120	56.9%	1	100.0%	185	54.4%	**189**	53.5%
Power Unit (Semi-Trailer)	7	53.8%	10	33.3%	30	30.6%	46	21.8%	0	-	86	25.3%	**93**	26.3%
Truck - Other	1	7.7%	0	-	6	6.1%	5	2.4%	0	-	11	3.2%	**12**	3.4%
School Bus	0	-	0	-	0	-	3	1.4%	0	-	3	0.9%	**3**	0.8%
Transit Bus - Urban	1	7.7%	1	3.3%	11	11.2%	23	10.9%	0	-	35	10.3%	**36**	10.2%
Para-Transit Bus	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
Inter-City Bus	0	-	0	-	0	-	0	-	0	-	0	-	**0**	-
Bus - Other	0	-	1	3.3%	5	5.1%	14	6.6%	0	-	20	5.9%	**20**	5.7%
Total	13	100%	30	100%	98	100%	211	100%	1	100%	340	100%	**353**	100%

Table 10-2a Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type for Previous Five Years

Table 10-2a
Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type: 2015-2019 Average

Vehicle Type	2015-2019 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Truck >4,500 kgs Unit Chassis	5	14	56	165	4	239	243	45.0%
Power Unit (Semi-Trailer)	9	14	49	79	4	146	156	28.9%
Truck - Other	1	3	6	18	2	29	30	5.6%
School Bus	-	<1	3	11	<1	15	15	2.7%
Transit Bus - Urban	<1	2	13	49	<1	65	65	12.1%
Para-Transit Bus	-	<1	1	2	-	4	4	0.7%
Inter-City Bus	-	-	1	3	-	4	4	0.7%
Bus - Other	-	<1	7	15	<1	24	24	4.4%
Total	16	34	138	342	11	524	540	100%

Note: Counts of victims in the 2015-2019 average may not add to the total due to rounding.

Traffic collisions where at least one commercial vehicle is involved resulted in a total of 353 victims in 2020, including:

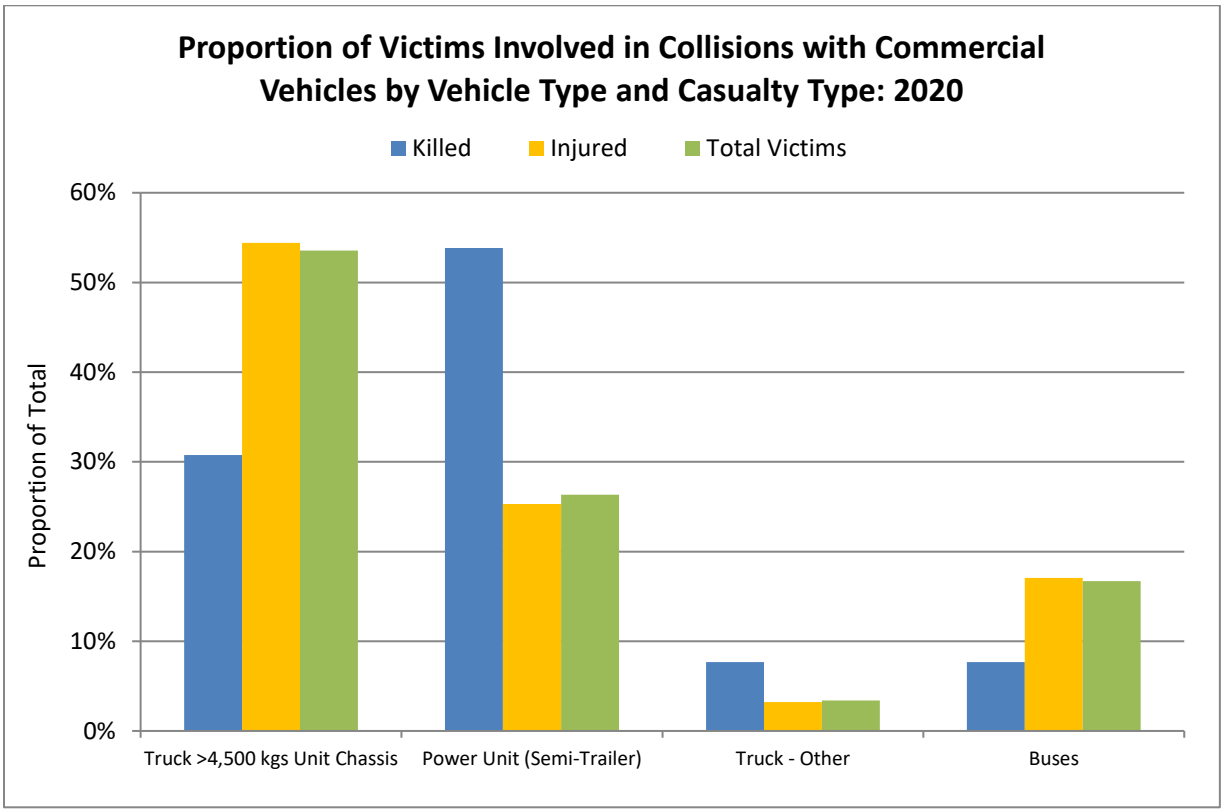
- 13 people killed;
- 30 people seriously injured; and,
- 310 people where the injury is minor, minimal or unspecified.

Collisions involving commercial vehicles in 2020 resulted in fewer people injured overall when compared to the previous five year (2015 to 2019) annual average. In 2020:

- The number of people killed decreased by a count of 3 compared to the previous five years;
- The number of people seriously injured decreased by a count of 4 (a 13% decrease) compared to the previous five years; and,
- The number of people injured overall decreased by a count of 184 (a 35% decrease) compared to the previous five years.

NOTE: For a detailed historical count of traffic collision victims where an NSC Commercial Vehicle was involved in each year from 2015 to 2020, please refer to "*Table 10-6 Historical Summary of Traffic Collision Victims where an NSC Commercial Vehicle is Involved by Vehicle Type*" at the end of this section.

Figure 10-2 Proportion of Victims Involved in Collisions with NSC Commercial Vehicles by Vehicle Type and Casualty Type



In 2020, collisions involving trucks with unit chassis greater than 4,500 kilograms along with power units for semi-trailers make up the largest proportions of NSC vehicles involved where someone is killed (11 of 13 people killed) or seriously injured (93%).

Table 10-3 Commercial Vehicle Involvement in Traffic Collisions by Pre-Collision Activity and Collision Severity

Table 10-3

NSC Commercial Vehicles Involved in Traffic Collisions by Pre-Collision Activity and Collision Severity: 2020, 2015-2019 Average

Pre-Collision Activity	2020 Collision Severity						**2020 Total**	**% of 2020 Total**	2015-2019 Average Count of Vehicles				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Going Straight Ahead	10	83.3%	114	42.7%	758	49.0%	**882**	48.3%	10	175	661	847	41.9%
Turning Left	0	-	19	7.1%	66	4.3%	**85**	4.7%	2	22	84	107	5.3%
Turning Right	0	-	12	4.5%	60	3.9%	**72**	3.9%	<1	11	55	66	3.3%
Making U Turn	0	-	1	0.4%	5	0.3%	**6**	0.3%	-	1	4	5	0.3%
Changing Lanes – Left	0	-	5	1.9%	23	1.5%	**28**	1.5%	<1	4	17	21	1.0%
Changing Lanes – Right	0	-	7	2.6%	20	1.3%	**27**	1.5%	<1	7	21	28	1.4%
Merging	0	-	1	0.4%	3	0.2%	**4**	0.2%	-	2	5	8	0.4%
Reversing	0	-	2	0.7%	136	8.8%	**138**	7.6%	-	8	128	136	6.7%
Overtaking	0	-	0	-	1	<0.1%	**1**	<0.1%	<1	<1	1	2	<0.1%
Slowing/Stopping on Roadway	0	-	19	7.1%	36	2.3%	**55**	3.0%	<1	17	46	63	3.1%
Stopped in Traffic	0	-	31	11.6%	116	7.5%	**147**	8.1%	<1	29	96	125	6.2%
Starting in Traffic	0	-	6	2.2%	17	1.1%	**23**	1.3%	<1	7	16	23	1.1%
Leave Parking Position/Roadside	0	-	4	1.5%	6	0.4%	**10**	0.5%	-	2	7	9	0.4%
Enter Parking Position/Roadside	0	-	2	0.7%	4	0.3%	**6**	0.3%	-	1	6	7	0.3%
Parked Legally	0	-	1	0.4%	32	2.1%	**33**	1.8%	-	1	45	46	2.3%
Parked Illegally	0	-	0	-	0	-	**0**	-	-	-	-	-	<0.1%
Swerving	0	-	0	-	4	0.3%	**4**	0.2%	<1	3	9	12	0.6%
Other	0	-	4	1.5%	37	2.4%	**41**	2.2%	<1	7	55	62	3.1%
Not Applicable/Unknown	2	16.7%	39	14.6%	223	14.4%	**264**	14.5%	1	116	335	452	22.4%
Total	12	100%	267	100%	1,547	100%	**1,826**	100%	15	413	1,591	2,019	100%

Note: Counts of vehicles in the 2015-2019 average may not add to the total due to rounding.

In 2020, most NSC commercial vehicles involved in a collision were “going straight ahead” when the collision occurred (48% of NSC vehicles involved in collisions; 83% of NSC vehicles involved in fatal collisions; 43% of NSC vehicles involved in injury collisions; and 49% of NSC vehicles involved in PDO collisions). In the previous five year (2015 to 2019) annual average, “going straight ahead” was noted as the pre-collision action for 42% of all commercial vehicles involved in a collision.

Other noteworthy pre-collision actions for commercial vehicles involved in collisions in 2020 include:

- Stopped or stopping (“stopped in traffic” and “slowing/stopping on roadway” combined) – 11%;
- Turning (“turning left” and “turning right” combined) – 9%; and,
- Reversing – 8% of all collisions.

Considering fatal collisions, there are very few pre-collision actions noted in 2020. “Going straight ahead” was noted for 10 of 12 NSC vehicles (83%) involved in a fatal collision.

Commercial vehicles involved in injury collisions in 2020 were noted most often as “going straight ahead” (43%). Other pre-collision actions of commercial vehicles involved in injury collisions include:

- Stopped or stopping (“stopped in traffic” and “slowing/stopping on roadway” combined) – 19%; and,
- Turning (“turning left” and “turning right” combined) – 12%.

Table 10-4 NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity

Table 10-4

NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity: 2020

Contributing Factor	2020 Collision Severity						2020 Total	% of 2020 Total
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	4	33.3%	117	43.8%	706	45.6%	**827**	**45.3%**
Driver Action - Driving properly	0	-	5	1.9%	46	3.0%	**51**	**2.8%**
Any Driver Action	5	41.7%	117	43.8%	543	35.1%	**665**	**36.4%**
Follow too closely	0	-	35	13.1%	62	4.0%	**97**	**5.3%**
Turning improperly	0	-	8	3.0%	62	4.0%	**70**	**3.8%**
Passing improperly	0	-	1	0.4%	2	0.1%	**3**	**0.2%**
Changing lanes improperly	0	-	14	5.2%	46	3.0%	**60**	**3.3%**
Fail to yield right of way	1	8.3%	16	6.0%	15	1.0%	**32**	**1.8%**
Disobey traffic control device/officer	1	8.3%	5	1.9%	4	0.3%	**10**	**0.5%**
Drive wrong way on roadway	1	8.3%	0	-	0	-	**1**	**<0.1%**
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	**0**	**-**
Back unsafely	0	-	2	0.7%	142	9.2%	**144**	**7.9%**
Parking improperly	0	-	0	-	3	0.2%	**3**	**0.2%**
Lost control/Drive off road	0	-	7	2.6%	13	0.8%	**20**	**1.1%**
Driverless vehicle ran out of control	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Leave stop sign before safe to do so	0	-	5	1.9%	6	0.4%	**11**	**0.6%**
Failed to signal	0	-	0	-	0	-	**0**	**-**
Take avoiding action	0	-	0	-	2	0.1%	**2**	**0.1%**
Driver inexperience	0	-	1	0.4%	12	0.8%	**13**	**0.7%**
Pedestrian error/confusion	0	-	0	-	0	-	**0**	**-**
NET Speed	2	16.7%	12	4.5%	21	1.4%	**35**	**1.9%**
Exceeding speed limit	1	8.3%	0	-	0	-	**1**	**<0.1%**
Driving too fast for conditions	1	8.3%	12	4.5%	20	1.3%	**33**	**1.8%**
Unsafe operating speed (Too fast or too slow)	0	-	0	-	2	0.1%	**2**	**0.1%**
NET Distracted driving	1	8.3%	37	13.9%	238	15.4%	**276**	**15.1%**
Careless Driving	0	-	36	13.5%	218	14.1%	**254**	**13.9%**
Distraction/Inattention	1	8.3%	1	0.4%	24	1.6%	**26**	**1.4%**

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Contributing Factor	2020 Collision Severity						2020 Total	% of 2020 Total
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Human Condition - Apparently Normal	4	33.3%	57	21.3%	445	28.8%	**506**	**27.7%**
Any Human Condition	1	8.3%	2	0.7%	6	0.4%	**9**	**0.5%**
Loss of consciousness/Blackout prior to collision	0	-	2	0.7%	1	<0.1%	**3**	**0.2%**
Extreme fatigue/Fell asleep	0	-	0	-	5	0.3%	**5**	**0.3%**
Defective eyesight	0	-	0	-	0	-	**0**	**-**
Defective hearing	0	-	0	-	0	-	**0**	**-**
Medical disability	0	-	0	-	0	-	**0**	**-**
Physical disability	0	-	0	-	0	-	**0**	**-**
Mental disability	0	-	0	-	0	-	**0**	**-**
Mental confusion/Inability to remember	0	-	0	-	0	-	**0**	**-**
Sudden illness	0	-	0	-	0	-	**0**	**-**
Exceed hours of service (commercial drivers only)	1	8.3%	0	-	0	-	**1**	**<0.1%**
NET Impaired	0	-	0	-	0	-	**0**	**-**
Ability impaired alcohol	0	-	0	-	0	-	**0**	**-**
Ability impaired drugs	0	-	0	-	0	-	**0**	**-**
Had been drinking/Suspected alcohol use	0	-	0	-	0	-	**0**	**-**
No apparent (vehicle) defect	4	33.3%	162	60.7%	1,068	69.0%	**1,234**	**67.6%**
Any Vehicle Defect	0	-	3	1.1%	32	2.1%	**35**	**1.9%**
Defective brakes	0	-	1	0.4%	0	-	**1**	**<0.1%**
Defective steering	0	-	0	-	0	-	**0**	**-**
Defective headlights	0	-	0	-	0	-	**0**	**-**
Defective brakelights	0	-	0	-	0	-	**0**	**-**
Defective lighting (unspecified)	0	-	0	-	0	-	**0**	**-**
Defective engine controls/drive train	0	-	0	-	0	-	**0**	**-**
Defective suspension/wheels	0	-	0	-	3	0.2%	**3**	**0.2%**
Defective tires	0	-	1	0.4%	7	0.5%	**8**	**0.4%**
Tow hitch/yoke defective	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Defective exhaust system	0	-	0	-	0	-	**0**	**-**
Hood/tailgate/door/covering opened	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Defective glazing (obscured windows)	0	-	0	-	0	-	**0**	**-**
Vehicle modifications	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Fire	0	-	0	-	0	-	**0**	**-**
Overloaded/oversized	0	-	0	-	5	0.3%	**5**	**0.3%**

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Contributing Factor	2020 Collision Severity						2020 Total	% of 2020 Total
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Load shifted/spilled	0	-	1	0.4%	11	0.7%	**12**	**0.7%**
Jack-knife/trailer swing	0	-	0	-	4	0.3%	**4**	**0.2%**
Hydroplaning tires	0	-	0	-	0	-	**0**	**-**
Any Environmental Condition	2	16.7%	10	3.7%	180	11.6%	**192**	**10.5%**
Animal action - Wild	0	-	0	-	142	9.2%	**142**	**7.8%**
Animal action - Domestic	0	-	0	-	2	0.1%	**2**	**0.1%**
Slippery road surface	0	-	9	3.4%	18	1.2%	**27**	**1.5%**
Snow drift	0	-	0	-	1	<0.1%	**1**	**<0.1%**
Obstruction/debris on roadway	0	-	0	-	3	0.2%	**3**	**0.2%**
View obstructed/limited	0	-	0	-	6	0.4%	**6**	**0.3%**
Glare/reflection	0	-	1	0.4%	0	-	**1**	**<0.1%**
Construction zone	1	8.3%	0	-	3	0.2%	**4**	**0.2%**
Defective driving surface	0	-	0	-	4	0.3%	**4**	**0.2%**
Shoulders defective	0	-	0	-	0	-	**0**	**-**
Lane markings inadequate	0	-	0	-	0	-	**0**	**-**
Defective/inoperative traffic control device	0	-	0	-	0	-	**0**	**-**
Weather	1	8.3%	0	-	2	0.1%	**3**	**0.2%**
Pedestrian corridor in use	0	-	0	-	0	-	**0**	**-**
Uninvolved vehicle	0	-	0	-	0	-	**0**	**-**
Uninvolved pedestrian	0	-	0	-	0	-	**0**	**-**
Presence of prior accident	0	-	0	-	1	<0.1%	**1**	**<0.1%**
No Contributing Factor(s) Identified	0	-	13	4.9%	37	2.4%	**50**	**2.7%**
Not Applicable/Not Stated	0	-	0	-	9	0.6%	**9**	**0.5%**
Total	12	100.0%	267	100.0%	1,547	100%	**1,826**	**100.0%**

*Note: Each vehicle and/or driver involved in a collision can have up to three contributing factors noted. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total. An exception to this is the factors “Driver Action – Driving Properly and Human Condition – Apparently Normal”, "Driver Action – Driving Properly” and “Human Condition – Apparently Normal”, which are mutually exclusive and can be added to determine a “Driver not at-fault” total.

Table 10-4a NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity for the Previous Five Years

Table 10-4a

NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity: 2015-2019 Average

Contributing Factor	2015-2019 Average Count of Vehicles				
	Fatal	Injury	PDO	Total Vehicles	% of Total Vehicles
Driver Action - Driving Properly and Human Condition - Apparently Normal	7	184	758	948	47.0%
Driver Action - Driving properly	<1	7	29	36	1.8%
Any Driver Action	6	170	574	750	37.1%
Follow too closely	-	55	65	120	6.0%
Turning improperly	<1	14	62	77	3.8%
Passing improperly	<1	2	5	7	0.3%
Changing lanes improperly	-	15	54	68	3.4%
Fail to yield right of way	<1	12	25	39	1.9%
Disobey traffic control device/officer	1	6	4	11	0.5%
Drive wrong way on roadway	<1	<1	<1	<1	<0.1%
Passing a vehicle at pedestrian X-walk	-	-	-	-	-
Back unsafely	-	8	133	141	7.0%
Parking improperly	-	<1	5	5	0.3%
Lost control/Drive off road	<1	6	17	24	1.2%
Driverless vehicle ran out of control	-	-	<1	<1	<0.1%
Leave stop sign before safe to do so	1	5	11	17	0.9%
Failed to signal	-	-	-	-	-
Take avoiding action	<1	2	7	9	0.5%
Driver inexperience	<1	1	7	9	0.4%
Pedestrian error/confusion	<1	-	1	1	<0.1%
NET Speed	1	16	45	61	3.0%
Exceeding speed limit	<1	-	-	<1	<0.1%
Driving too fast for conditions	1	15	44	60	3.0%
Unsafe operating speed (Too fast or too slow)	-	<1	<1	1	<0.1%
NET Distracted driving	2	56	243	301	14.9%
Careless Driving	2	50	224	276	13.6%
Distraction/Inattention	<1	9	24	34	1.7%
Human Condition - Apparently Normal	3	90	405	498	24.6%
Any Human Condition	<1	2	2	4	0.2%
Loss of consciousness/Blackout prior to collision	-	-	1	1	<0.1%
Extreme fatigue/Fell asleep	<1	1	<1	2	<0.1%
Defective eyesight	-	-	-	-	-
Defective hearing	-	-	-	-	-
Medical disability	-	-	<1	<1	<0.1%
Physical disability	-	-	-	-	-
Mental disability	-	-	-	-	-
Mental confusion/Inability to remember	-	-	-	-	-
Sudden illness	-	-	<1	<1	<0.1%
Exceed hours of service (commercial drivers only)	-	<1	-	<1	<0.1%
NET Impaired	<1	<1	-	1	<0.1%
Ability impaired alcohol	<1	<1	-	1	<0.1%
Ability impaired drugs	-	-	-	-	-
Had been drinking/Suspected alcohol use	-	-	-	-	-

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Contributing Factor	2015-2019 Average Count of Vehicles				
	Fatal	Injury	PDO	Total Vehicles	% of Total Vehicles
No apparent (vehicle) defect	7	262	1,074	1,342	66.5%
Any Vehicle Defect	<1	3	34	37	1.9%
Defective brakes	-	<1	1	2	<0.1%
Defective steering	-	<1	<1	1	<0.1%
Defective headlights	-	-	-	-	-
Defective brakelights	<1	-	-	<1	<0.1%
Defective lighting (unspecified)	<1	-	<1	<1	<0.1%
Defective engine controls/drive train	-	-	<1	<1	<0.1%
Defective suspension/wheels	-	-	2	2	0.1%
Defective tires	-	<1	6	7	0.3%
Tow hitch/yoke defective	-	-	2	2	<0.1%
Defective exhaust system	-	-	-	-	-
Hood/tailgate/door/covering opened	-	<1	1	1	<0.1%
Defective glazing (obscured windows)	-	-	-	-	-
Vehicle modifications	-	-	-	-	-
Fire	-	-	-	-	-
Overloaded/oversized	-	<1	3	3	0.1%
Load shifted/spilled	-	<1	6	7	0.3%
Jack-knife/trailer swing	-	<1	11	11	0.6%
Hydroplaning tires	-	<1	<1	<1	<0.1%
Any Environmental Condition	<1	18	102	120	6.0%
Animal action - Wild	-	1	52	53	2.6%
Animal action - Domestic	-	<1	1	1	<0.1%
Slippery road surface	<1	10	22	32	1.6%
Snow drift	-	-	2	2	<0.1%
Obstruction/debris on roadway	-	<1	6	7	0.3%
View obstructed/limited	-	2	7	9	0.4%
Glare/reflection	-	<1	<1	<1	<0.1%
Construction zone	-	<1	2	2	<0.1%
Defective driving surface	-	<1	5	5	0.2%
Shoulders defective	-	<1	<1	<1	<0.1%
Lane markings inadequate	-	-	-	-	-
Defective/inoperative traffic control device	-	-	<1	<1	<0.1%
Weather	<1	3	4	8	0.4%
Pedestrian corridor in use	-	-	<1	<1	<0.1%
Uninvolved vehicle	-	<1	2	2	0.1%
Uninvolved pedestrian	-	-	-	-	-
Presence of prior accident	-	-	-	-	-
No Contributing Factor(s) Identified	-	30	70	100	5.0%
Not Applicable/Not Stated	-	1	5	6	0.3%
Total	15	413	1,591	2,019	100%

Note: Counts of vehicles in the 2015-2019 average may not add to the total due to rounding.
*Note: Each vehicle and/or driver involved in a collision can have up to three contributing factors noted. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total. An exception to this is the factors “Driver Action – Driving Properly and Human Condition – Apparently Normal”, "Driver Action – Driving Properly” and “Human Condition – Apparently Normal”, which are mutually exclusive and can be added to determine a “Driver not at-fault” total.

In 2020, three in four (76%) drivers of NSC vehicles involved in a collision are noted as driving properly and being in a normal human condition, including 45% as both “driving properly” and “apparently normal”, 3% as “driving properly” and 28% as “apparently normal” human condition. Over the previous five year (2015 to 2019) annual average, 73% of commercial drivers involved in collisions are noted as driving properly and being in a normal human condition.

A driver action is recorded for 36% of the drivers of NSC commercial vehicles involved in traffic collisions in 2020, a slight decrease from the previous five year (2015 to 2019) annual average (37%). Specific driver actions noted most often as contributing factors for drivers of NSC commercial vehicles involved a traffic collision in 2020 include:

- Distracted driving (including "careless driving" and "distraction/inattention") – 15%;
- "Back unsafely" – 8%;
- "Following too closely" – 5%;
- "Turning improperly" – 4%;
- "Change lanes improperly" – 3%;
- Speed (including "exceeding speed limit" "driving too fast for conditions" and "unsafe operating speed (too fast or too slow)") – 2%; and,
- "Fail to yield right of way" – 2%.

Human conditions are not often noted for commercial vehicle drivers. In 2020, 5 drivers are noted as "extreme fatigue/fell asleep", 3 drivers are noted as "loss of consciousness/blackout prior to collision" and one is noted as "exceed hours of service" as a contributing factors to a collision. In the previous five years, on average, 2 drivers are noted as "extreme fatigue/fell asleep", one is noted as "loss of consciousness/blackout prior to collision" and one is noted as "impaired".

Some vehicle defect is recorded as a contributing factor for 2% of the commercial vehicles involved in a traffic collision in 2020. This is consistent with the previous five year (2015 to 2019) annual average.

Environmental conditions are recorded as a contributing factor for nearly 11% of the commercial vehicles involved in traffic collisions in 2020 (an increase from 2015 to 2019 annual average of 6%). The two most common environmental conditions recorded for commercial vehicles involved in a traffic collision in 2020 are "the action of a wild animal" (8%) and "slippery road surface" (nearly 2%).

Figure 10-3 Select At-fault Contributing Factors for Commercial Vehicles and Drivers by Collision Severity

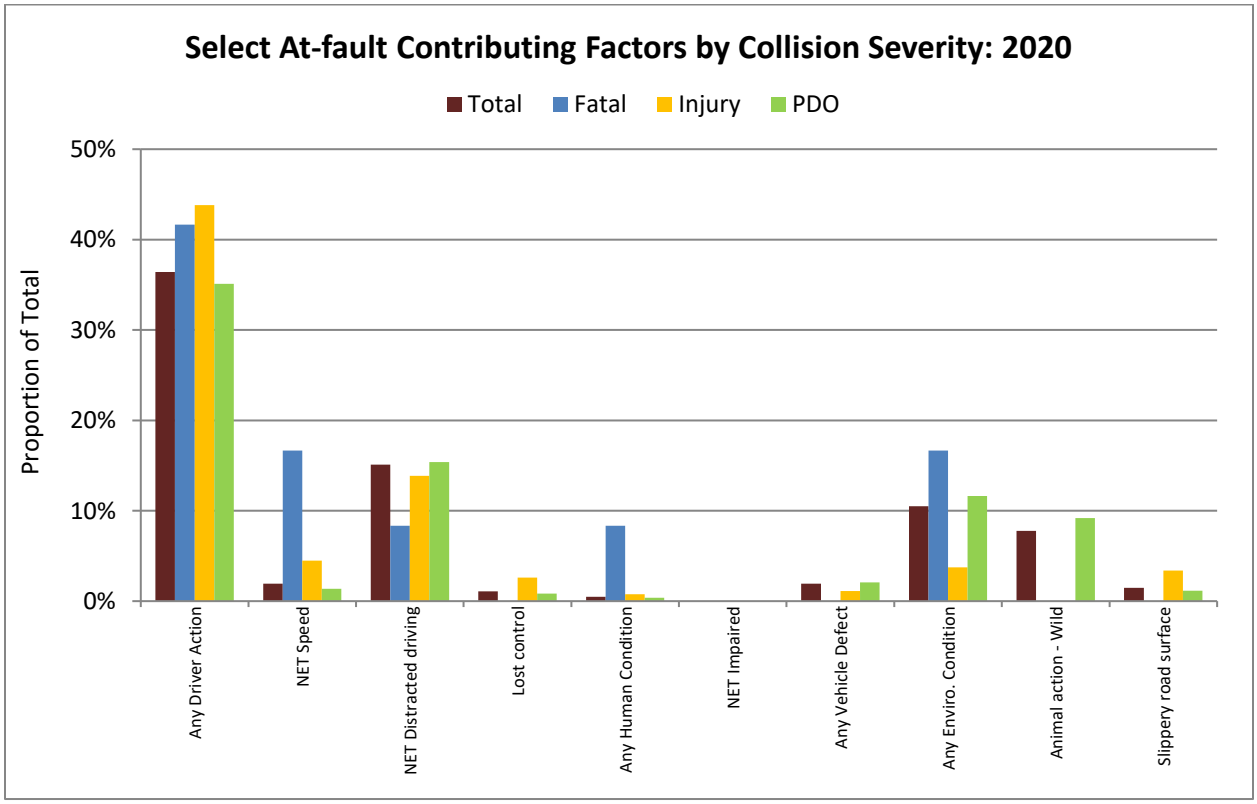


Table 10-5 Historical Summary of NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type

Table 10-5

Historical Summary of NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type: 2015 to 2020

Vehicle Category	2015 Total	% of 2015 Total	2016 Total	% of 2016 Total	2017 Total	% of 2017 Total	2018 Total	% of 2018 Total	2019 Total	% of 2019 Total	**2020 Total**	**% of 2020 Total**
Truck >4,500 kgs Unit Chassis	1,026	57.7%	1,100	56.3%	1,155	53.0%	1,158	55.5%	1,213	57.8%	**1,101**	**60.3%**
Power Unit (Semi-Trailer)	415	23.4%	496	25.4%	645	29.6%	546	26.2%	521	24.8%	**489**	**26.8%**
Truck - Other	76	4.3%	112	5.7%	94	4.3%	114	5.5%	71	3.4%	**54**	**3.0%**
School Bus	10	0.6%	52	2.7%	71	3.3%	74	3.5%	72	3.4%	**43**	**2.4%**
Transit Bus - Urban	110	6.2%	102	5.2%	118	5.4%	87	4.2%	104	5.0%	**62**	**3.4%**
Para-Transit Bus	13	0.7%	10	0.5%	6	0.3%	9	0.4%	3	0.1%	**0**	**-**
Inter-City Bus	7	0.4%	12	0.6%	13	0.6%	16	0.8%	19	0.9%	**6**	**0.3%**
Bus - Other	120	6.8%	71	3.6%	79	3.6%	82	3.9%	95	4.5%	**71**	**3.9%**
Total	1,777	100%	1,955	100%	2,181	100%	2,086	100%	2,098	100%	**1,826**	**100%**

Table 10-6 Historical Summary of Traffic Collision Victims by NSC Commercial Vehicle Type

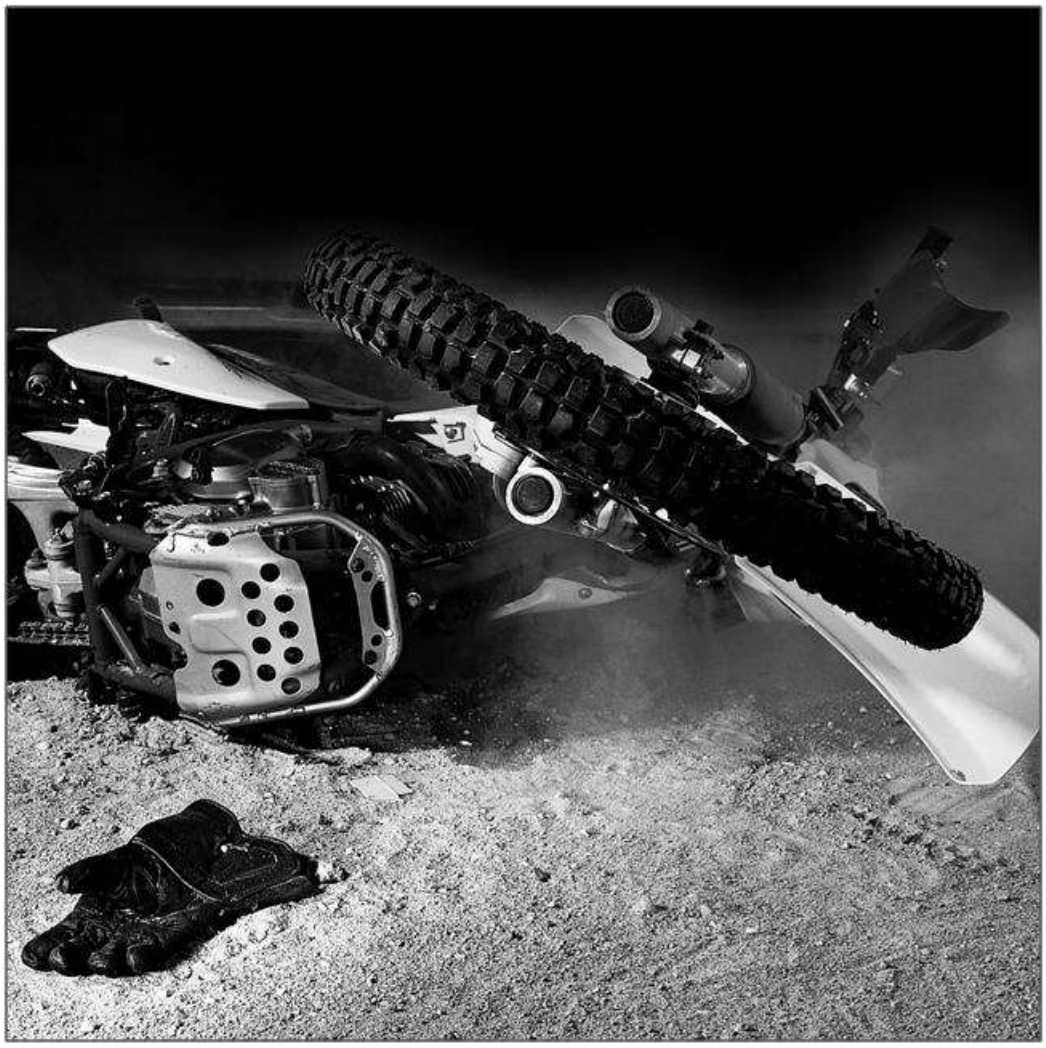
Table 10-6

Historical Summary of Traffic Collision Victims (Killed and Injured, Combined) by NSC Commercial Vehicle Type: 2015 to 2020

Vehicle Category	2015 Total	% of 2015 Total	2016 Total	% of 2016 Total	2017 Total	% of 2017 Total	2018 Total	% of 2018 Total	2019 Total	% of 2019 Total	**2020 Total**	**% of 2020 Total**
Truck >4,500 kgs Unit Chassis	232	41.7%	251	45.4%	249	44.2%	257	47.2%	227	47.0%	**189**	**53.5%**
Power Unit (Semi-Trailer)	148	26.6%	163	29.5%	162	28.8%	156	28.7%	150	31.1%	**93**	**26.3%**
Truck - Other	37	6.6%	42	7.6%	25	4.4%	26	4.8%	20	4.1%	**12**	**3.4%**
School Bus	14	2.5%	19	3.4%	13	2.3%	14	2.6%	13	2.7%	**3**	**0.8%**
Transit Bus - Urban	58	10.4%	50	9.0%	100	17.8%	68	12.5%	50	10.4%	**36**	**10.2%**
Para-Transit Bus	4	0.7%	6	1.1%	0	-	5	0.9%	3	0.6%	**0**	**-**
Inter-City Bus	4	0.7%	3	0.5%	0	-	7	1.3%	5	1.0%	**0**	**-**
Bus - Other	60	10.8%	19	3.4%	14	2.5%	11	2.0%	15	3.1%	**20**	**5.7%**
Total	557	100%	553	100%	563	100%	544	100%	483	100%	**353**	**100%**

Note: Information in Table 10-6 includes all victims of collisions where an NSC commercial vehicle is involved, not only victims from the NSC vehicle.

SECTION 11 – Off-Road Vehicle Collisions



Introduction

This section counts the number of off-road vehicle (ORV) collisions in Manitoba and provides detail for collisions of different severity: fatal, injury and property damage only (PDO). Information regarding the number of ORV collisions, victims, vehicles and drivers involved over the six year period 2015 to 2020 is presented. Details are provided for 2020 ORV collisions in terms of the month of occurrence, day of the week, time of day, weather and light conditions, location, and region of collision.

Data for ORV collisions are drawn from Traffic Accident Reports (TARs) generated by Manitoba Public Insurance as part of the claim process and from law enforcement agencies when they complete an accident report.

Key Highlights
In 2020, there are 159 off-road vehicle collisions, involving 57 victims, 174 vehicles and 166 drivers. Of these:

- 16 are fatal collisions, involving 18 vehicles and 17 drivers, resulting in 17 people killed and one injured;
- 38 are injury collisions, involving 40 vehicles and drivers, resulting in 39 people injured; and,
- 105 are PDO collisions, involving 116 vehicles and 109 drivers.

In 2020, a total of 174 vehicles were involved in off-road collisions, including:

- 60 snowmobiles and snowmobile drivers, resulting in 18 victims including 8 people killed;
- 65 ATVs and 63 ATV drivers, resulting in 27 victims including 8 people killed;
- 5 motorcycles and motorcycle drivers, resulting in 3 victims and none killed; and,
- 44 'Other' vehicles and 38 drivers of those vehicles, resulting in 9 victims including one killed.

In 2020, ORV collisions occur most often:

- During the months of February, July, August and September, representing 73 of 159 collisions (46% combined).
- On weekends (Friday, Saturday and Sunday), representing 110 of 159 (69%) collisions.
- During daylight, representing 116 of 159 (73%) collisions.
- In the Eastern Region of Manitoba, representing 87 of 159 (55%) collisions.
- With drivers under the age of 45, 111 of 166 drivers (where age is known) involved in ORV collisions (67%).

Notwithstanding the overall collision trends, **fatal** ORV collisions in 2020 occur most often:

- On weekends (Friday, Saturday and Sunday), representing 10 of 16 fatal collisions (nearly 63%).
- Between noon and midnight, 12 of 16 fatal collisions (75%).

Major Elements Examined
Counts of off-road vehicle (ORV) collisions in Manitoba for 2020 and previous years are taken from Traffic Accident Reports compiled by Manitoba Public Insurance. These counts are presented for all reportable ORV collisions, fatal collisions, injury collisions and property damage only (PDO) collisions. ORV collisions are maintained in a separate database from roadway collisions. As ORV collisions occur primarily outside of roadways and road rights-of-way, most of them are not valid for inclusion in the public roadway Traffic Accident Database. However, some ORV collisions are included in the Traffic Accident Database (if they occur on a public roadway and involve a vehicle that normally operates on public roadways); therefore, statistics between this and other sections of this report are not additive.

Collisions, victims, vehicles and drivers are presented separately at the beginning of this section with counts provided for the years 2015 through 2020. The remainder of this section explores ORV collisions occurring in 2020 and provides average counts of collisions for the time period of 2015 to 2019 as a comparison.

It is important to note that the number of fatal or injury collisions is not equal to the number of fatal or injured victims as each collision can result in multiple victims. Likewise, the number of vehicles involved is not necessarily equal to the number of drivers involved as a driverless vehicle could be involved in a collision.

No statistics are calculated for off-road vehicle involvement rates due to the fact that no reliable base population count of off-road vehicles is available. Similarly, it is difficult to establish a base count of actual riders/operators, making it difficult to calculate driver involvement rates.

"Drivers" in this section refers to the number of drivers of off-road vehicles involved in collisions. It excludes pedestrians and driverless vehicles (parked). In ORV collisions, there are few driverless vehicles involved, but still some.

The terms 'crash', 'collision' and 'accident' are used interchangeably in this report. The terms 'fatality' and 'killed' are used interchangeably in this report.

The reader is cautioned that not all percentages and calculations in the following tables will add to 100% of the total noted. Rounding error will often produce a difference of one or two percentage points. Likewise, average calculations are presented for historical data from the years 2015 to 2019. Rounding error in these calculations will cause individual average counts not to add to total average counts in some cases.

When reviewing the "Contributing Factors" for a traffic collision, the reader is cautioned to note that more than one contributing factor can be recorded for each collision. The total count of contributing factors noted will add to more than the number of collisions, vehicles or victims in those crashes.

Terms and Definitions

"Off-road Vehicle (ORV)"

- One of several vehicle types designed for off-road use. It includes snowmobiles, off-road motorcycles, all-terrain vehicles (ATVs), amphibious vehicles, dune/sport buggies, and 4-wheel drive vehicles operated off-road.

"Reportable ORV Collision"

- ORV collisions resulting in a fatality, injury or property damage in excess of $1,000 are required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completes a Traffic Accident Report (TAR) for the collision. This report deals with these reportable ORV collisions and the TARs arising from them.

"ATV"

- All Terrain Vehicle; includes vehicles with 3, 4 and 6 wheels.

"Collision Severity"

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

"Fatal Collision"

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

"Injury Collision"

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed.

"Property Damage Only (PDO) Collision"

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

"Casualty Type"

- A classification of the severity of the injury sustained by a victim in a traffic collision, i.e., whether someone was killed or injured. This classification also includes a designation for the severity of each non-fatal (i.e., people injured but not killed) injury sustained.

"Killed"

- The casualty type "killed" indicates where the victim involved in the traffic collision died as a result of their injuries within thirty days of the collision occurrence.

"Injured"

- The casualty type "injured" indicates where the victim sustained some level of personal injury, but in which they were not killed. Levels of injury include: 'serious' or 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required). 'Other' injury is noted when the severity of the victim's injuries is not known or recorded in the TAR.

"Collision Type"

- Refers to the object struck by a motor vehicle during a collision (including: a pedestrian, another motor vehicle, a train, a motorcycle, a bicycle, an animal, and fixed objects) or to what happened to the vehicle in a single-vehicle collision (including: overturned on roadway and ran off roadway).

"Light Condition"

- Describes the light conditions at the scene of the accident, including:
    - Day – the light conditions which normally occur between one half hour after sunrise and one half hour before sunset;
    - Dawn – the light conditions which normally occur between one half hour before sunrise and one half hour after sunrise;
    - Dusk – the light conditions which normally occur between one half hour before sunset and one half hour after sunset;
    - Dark – the light conditions which normally occur between one half hour after sunset and one half hour before sunrise; and,
    - Artificial lighting – artificial illumination devices were functioning at the accident site under light conditions which normally occur between one half hour after sunset and one half hour before sunrise.

"Weather Condition"

- Describes the weather conditions prevalent at the time of the accident, including:
    - Clear – bright conditions, without precipitation or airborne matter, are recorded as clear;
    - Cloudy – dull, overcast conditions, without precipitation or airborne matter, are recorded as cloudy;
    - Raining;
    - Snowing;
    - Fog or Mist – airborne matter, of natural origin, which obscures visibility;
    - Smoke or Dust – airborne matter, of a natural or artificial origin, which obscures visibility;
    - Freezing Rain / Sleet / Hail – freezing rain, sleet or hail (self explanatory);
    - Drifting Snow – snow drifting on or above roadway, which obscures visibility of the roadway, road markings, traffic devices or roadway fixtures; and,
    - Strong Winds – used if wind was a contributing factor in the accident.

"Region"

- Manitoba Infrastructure is served by five regional office locations, each responsible for a geographic region (for boundaries, see Map 1-1). "Regions" are used to indicate the region in which a collision occurred.

"Contributing Factor"

- Those circumstances or factors recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environmental condition. The TAR allows for up to three contributing factors to be recorded for each driver or vehicle involved in the collision.

"At-fault Contributing Factor"

- A contributing factor where some action or condition other than "driving properly" and "apparently normal" has been noted.

Table 11-1 Historical Summary of Off-Road Vehicle Collisions

Table 11-1
Historical Summary of Off-Road Vehicle Collisions: 2015 to 2020

	2015	2016	2017	2018	2019	**2020**	2015-2019 Average
Total Collisions	269	268	168	163	145	**159**	203
Fatal	7	18	6	15	8	**16**	11
Injury	53	66	32	33	34	**38**	44
PDO	209	184	130	115	103	**105**	148
Total Victims	67	94	43	50	49	**57**	61
Killed	7	20	6	16	8	**17**	11
Injured	60	74	37	34	41	**40**	49
Total Vehicles Involved	303	297	182	173	154	**174**	222
Fatal	8	19	7	15	8	**18**	11
Injury	63	77	34	36	38	**40**	50
PDO	232	201	141	122	108	**116**	161
Total Drivers Involved	300	295	177	170	149	**166**	218
Fatal	8	19	7	15	8	**17**	11
Injury	63	76	34	36	37	**40**	49
PDO	229	200	136	119	104	**109**	158

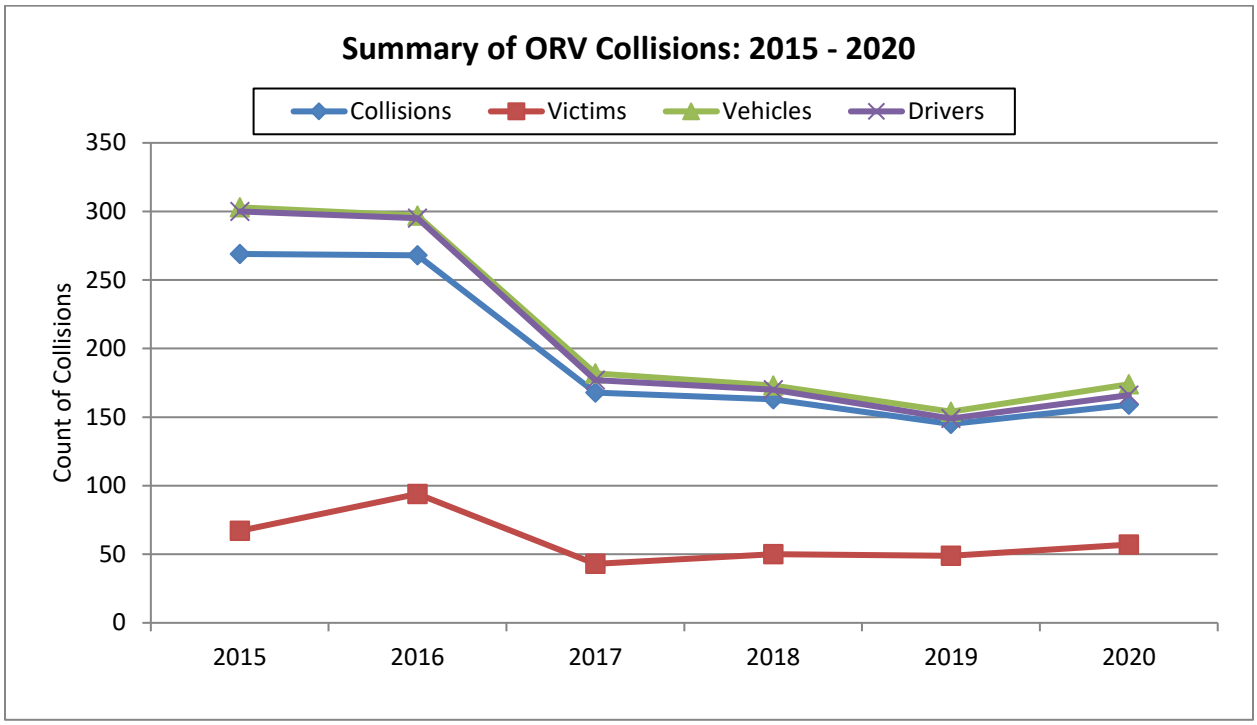
In 2020, there are 159 off-road vehicle collisions, involving 57 victims, 174 vehicles and 166 drivers. Of these:

- 16 are fatal collisions, involving 18 vehicles and 17 drivers, resulting in 17 people killed and one injured;
- 38 are injury collisions, involving 40 vehicles and drivers, resulting in 39 people injured; and,
- 105 are PDO collisions, involving 116 vehicles and 109 drivers.

Total ORV collisions in 2020 are 10% more than 2019 but nearly 22% fewer than the average number of collisions in the previous five year (2015 to 2019) period. Compared to the previous five years, in 2020:

- ORV collision victims decreased by 6%;
- The number of people killed increased by 49% (a count of 6);
- The number of vehicles involved decreased by 22%; and,
- The number of drivers involved decreased by 24%.

Figure 11-1 Historical Summary of ORV Collisions



The counts of ORV collisions, victims, and vehicles and drivers involved in those collisions in 2020 are slightly higher than the counts in 2019.

Table 11-2 Victims, Vehicles and Drivers Involved in Off-Road Vehicle Collisions by ORV Type

Table 11-2
Victims, Vehicles and Drivers Involved in Off-Road Vehicle Collisions by ORV Type: 2020, 2015-2019 Average

	2020					2015-2019 Average					% Change 2020 to 2015-2019 Average				
	Snowmobile	ATV	Motorcycle	Other*	**Total**	Snowmobile	ATV	Motorcycle	Other*	Total	Snowmobile	ATV	Motorcycle	Other*	Total
Total Victims	18	27	3	9	**57**	23	32	1	4	61	-21.1%	-15.6%	114.3%	104.5%	-5.9%
Killed	8	8	0	1	**17**	5	6	<1	<1	11	60.0%	33.3%	-100.0%	400.0%	49.1%
Injured	10	19	3	8	**40**	18	26	1	4	49	-43.8%	-26.9%	150.0%	90.5%	-18.7%
Total Vehicles Involved	60	65	5	44	**174**	100	87	2	33	222	-39.9%	-25.5%	150.0%	34.1%	-21.6%
Fatal	8	8	0	2	**18**	5	6	<1	<1	11	66.7%	37.9%	-100.0%	233.3%	57.9%
Injury	9	19	3	9	**40**	18	24	1	7	50	-50.5%	-19.5%	150.0%	36.4%	-19.4%
PDO	43	38	2	33	**116**	77	58	<1	26	161	-44.0%	-34.3%	233.3%	28.9%	-27.9%
Total Drivers Involved	60	63	5	38	**166**	99	86	2	31	218	-39.4%	-26.7%	150.0%	21.8%	-23.9%
Fatal	8	8	0	1	**17**	5	6	<1	<1	11	66.7%	37.9%	-100.0%	66.7%	49.1%
Injury	9	19	3	9	**40**	18	23	1	6	49	-50.5%	-18.8%	150.0%	40.6%	-18.7%
PDO	43	36	2	28	**109**	76	57	<1	24	158	-43.4%	-36.6%	233.3%	15.7%	-30.8%

* 'Other' includes: vehicles not registered as an off-road vehicle, dune/sport buggy, 4 wheel drive motor vehicle (operated off-road), amphibious vehicle, pedestrians and those listed under “not stated” category.

In 2020, a total of 174 vehicles were involved in off-road collisions, including:

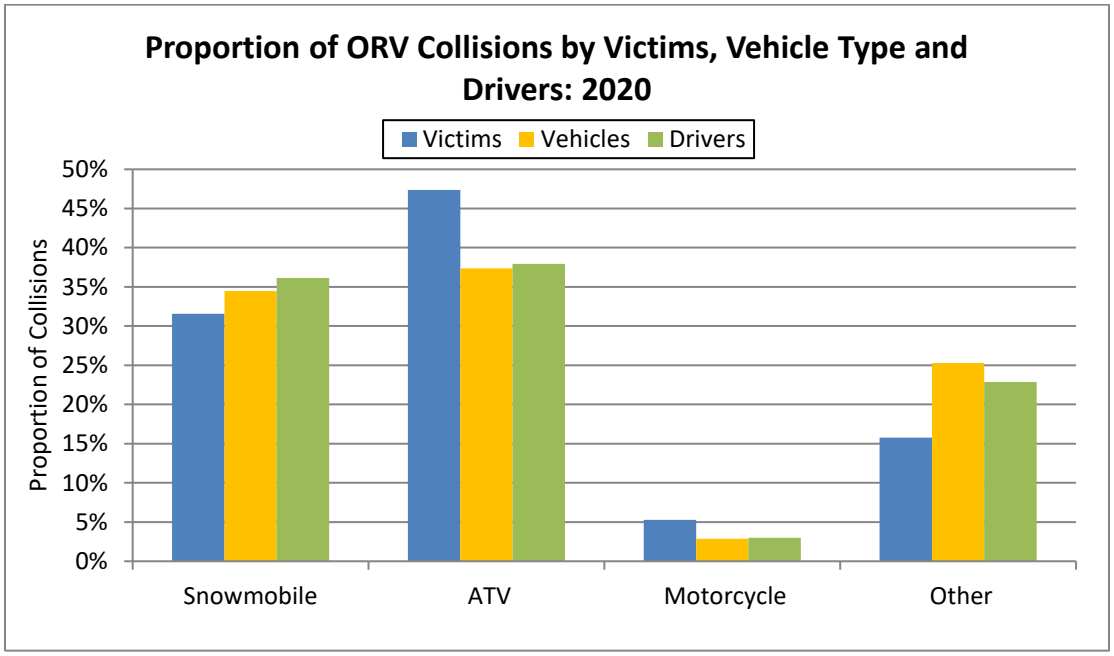
- 60 snowmobiles and snowmobile drivers, resulting in 18 victims including 8 people killed;
- 65 ATVs and 63 ATV drivers, resulting in 27 victims including 8 people killed;
- 5 motorcycles and motorcycle drivers, resulting in 3 victims and none killed; and,
- 44 'Other' vehicles and 38 drivers of those vehicles, resulting in 9 victims including one killed.

Compared to the previous five year (2015 to 2019) annual average, in 2020:

- Total vehicles and drivers involved in snowmobile collisions are down by 40% and 39%, respectively. Victim counts are down 21%; however, the number of people killed in snowmobile collisions has increased by a count of 3;
- Total vehicles and drivers involved in ATV collisions are down by nearly 26% and 27%, respectively. Victim counts are down 16%; however, the number of people killed in ATV collisions has increased by a count of 2;
- Total vehicles and drivers involved in motorcycle collisions both increased by a count of 3. Victim counts in motorcycle collisions increased by a count of 2; and,
- Total vehicles and drivers involved in 'other' vehicle collisions are up by 34% and 22%, respectively. Victim counts in 'other' vehicle collisions have increased by a count of 5.

Note: Due to low annual counts of people killed and injured in ORV collisions, relatively small changes in these counts year-over-year can produce dramatic changes in percentage terms. Please use caution when interpreting these results.

Figure 11-2 Proportion of ORV Collisions by Victims, Vehicle Type and Drivers



In 2020, ATVs account for the largest proportion of victims, vehicles and drivers involved in ORV collisions, followed by snowmobiles.

Table 11-3 Off-Road Vehicle Collisions by Month of Occurrence and Collision Severity

Table 11-3
ORV Collisions by Month of Occurrence and Collision Severity: 2020, 2015-2019 Average

Month	2020 Collision Severity						**2020 Total**	**% of 2020 Total**	2015-2019 Average	% Change 2020 to 2015-2019 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
January	1	6.3%	2	5.3%	12	11.4%	**15**	**9.4%**	29	-47.6%
February	3	18.8%	5	13.2%	13	12.4%	**21**	**13.2%**	31	-32.3%
March	2	12.5%	3	7.9%	9	8.6%	**14**	**8.8%**	27	-47.8%
April	2	12.5%	2	5.3%	8	7.6%	**12**	**7.5%**	15	-18.9%
May	0	-	4	10.5%	10	9.5%	**14**	**8.8%**	14	0.0%
June	1	6.3%	3	7.9%	3	2.9%	**7**	**4.4%**	12	-42.6%
July	0	-	2	5.3%	14	13.3%	**16**	**10.1%**	16	0.0%
August	4	25.0%	7	18.4%	6	5.7%	**17**	**10.7%**	12	46.6%
September	0	-	7	18.4%	12	11.4%	**19**	**11.9%**	14	35.7%
October	1	6.3%	2	5.3%	1	1.0%	**4**	**2.5%**	9	-53.5%
November	1	6.3%	0	-	7	6.7%	**8**	**5.0%**	6	37.9%
December	1	6.3%	1	2.6%	10	9.5%	**12**	**7.5%**	19	-37.5%
Total	16	100%	38	100%	105	100%	**159**	**100%**	203	-21.5%

The ORV collisions in 2020 occur more often in the months of February (13%), July (10%), August (11%) and September (12%).

The 2020 proportional distribution of ORV collisions by month is somewhat similar to the previous five year (2015 to 2019) annual average.

- Winter (January/February/December) – 30% in 2020; 39% in the previous five years.
- Spring (March/April/May) – 25% in 2020; 27% in the previous five years.
- Summer (June/July/August) – 25% in 2020; 20% in the previous five years.
- Fall (September/October/November) – nearly 20% in 2020; 14% in the previous five years.

NOTE: For a detailed count of ORV collisions by month of occurrence in each year from 2015 to 2020, please refer to "*Table 11-16 Historical Summary of ORV Collisions by Month of Occurrence*" at the end of this section.

Table 11-4 Off-Road Vehicle Collisions by Day of Occurrence and Collision Severity

Table 11-4
ORV Collisions by Day of Occurrence and Collision Severity: 2020, 2015-2019 Average

Day	2020 Collision Severity						**2020 Total**	**% of 2020 Total**	2015-2019 Average	% Change 2020 to 2015-2019 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Sunday	0	-	9	23.7%	20	19.0%	**29**	**18.2%**	46	-37.0%
Monday	2	12.5%	4	10.5%	7	6.7%	**13**	**8.2%**	16	-20.7%
Tuesday	0	-	4	10.5%	8	7.6%	**12**	**7.5%**	14	-16.7%
Wednesday	3	18.8%	1	2.6%	9	8.6%	**13**	**8.2%**	16	-18.8%
Thursday	1	6.3%	1	2.6%	9	8.6%	**11**	**6.9%**	14	-22.5%
Friday	3	18.8%	3	7.9%	15	14.3%	**21**	**13.2%**	25	-17.3%
Saturday	7	43.8%	16	42.1%	37	35.2%	**60**	**37.7%**	70	-14.5%
Total	16	100%	38	100%	105	100%	**159**	**100%**	203	-21.5%

The majority of ORV collisions happen on weekends (Friday, Saturday and Sunday). In 2020, 69% of ORV collisions occurred on Friday (13%), Saturday (38%) and Sunday (18%). Monday through Thursday account for 31% of ORV collisions.

In 2020, 10 of 16 fatal ORV collisions (nearly 63%) occur on weekends (Friday, Saturday and Sunday combined).

Figure 11-3 Proportion of ORV Collisions by Collision Severity and Day of Occurrence

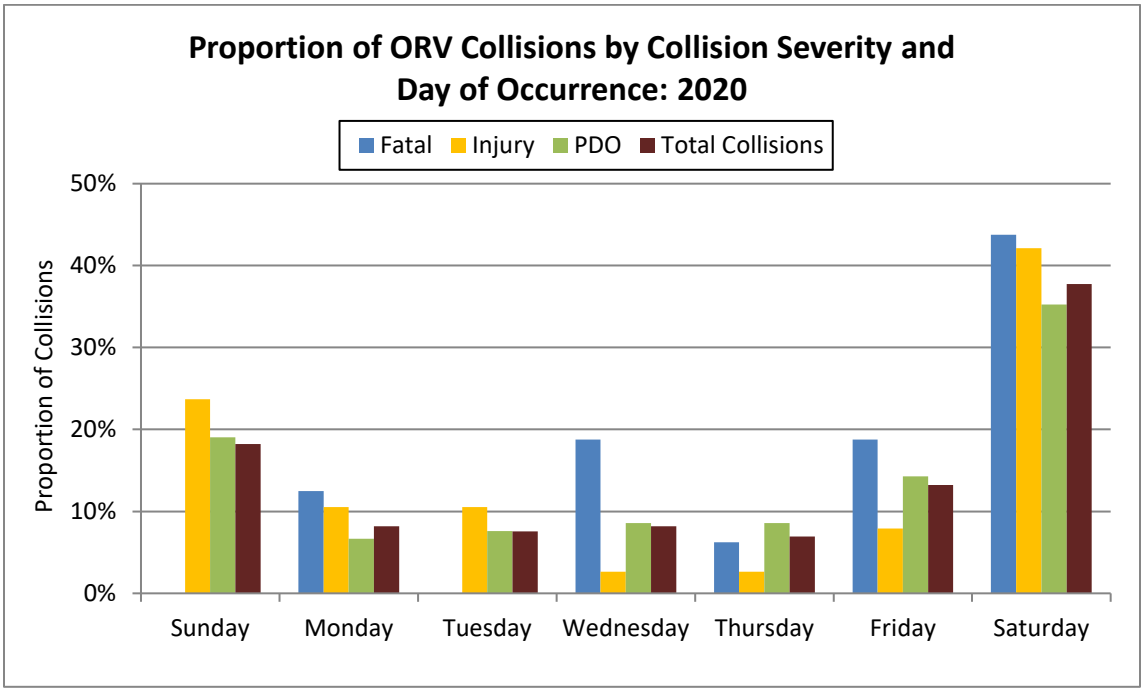


Table 11-5 Off-Road Vehicle Collisions by Time of Occurrence and Collision Severity

Table 11-5
ORV Collisions by Time of Occurrence and Collision Severity: 2020, 2015-2019 Average

Time	2020 Collision Severity						**2020 Total**	**% of 2020 Total**	2015-2019 Average	% Change 2020 to 2015-2019 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
00:00 - 02:59	0	-	1	2.6%	3	2.9%	**4**	**2.5%**	5	-30.4%
03:00 - 05:59	0	-	0	-	0	-	**0**	**-**	1	-100.0%
06:00 - 08:59	1	6.3%	0	-	1	1.0%	**2**	**1.3%**	2	-11.1%
09:00 - 11:59	2	12.5%	2	5.3%	12	11.4%	**16**	**10.1%**	22	-29.7%
12:00 - 14:59	1	6.3%	8	21.1%	26	24.8%	**35**	**22.0%**	60	-45.1%
15:00 - 17:59	5	31.3%	11	28.9%	37	35.2%	**53**	**33.3%**	59	-16.2%
18:00 - 20:59	2	12.5%	13	34.2%	18	17.1%	**33**	**20.8%**	38	-19.0%
21:00 - 23:59	4	25.0%	3	7.9%	8	7.6%	**15**	**9.4%**	15	-7.7%
Not Stated	1	6.3%	0	-	0	-	**1**	**0.6%**	<1	0.0%
Total	16	100%	38	100%	105	100%	**159**	**100%**	203	-26.7%

The majority of off-road collisions occur in the afternoon and evening. In 2020, 76% of all ORV vehicle collisions occurred between noon and 9 p.m. (12:00 to 14:59 – 22%; 15:00 to 17:59 – 33%; 18:00 to 20:59 – 21%).

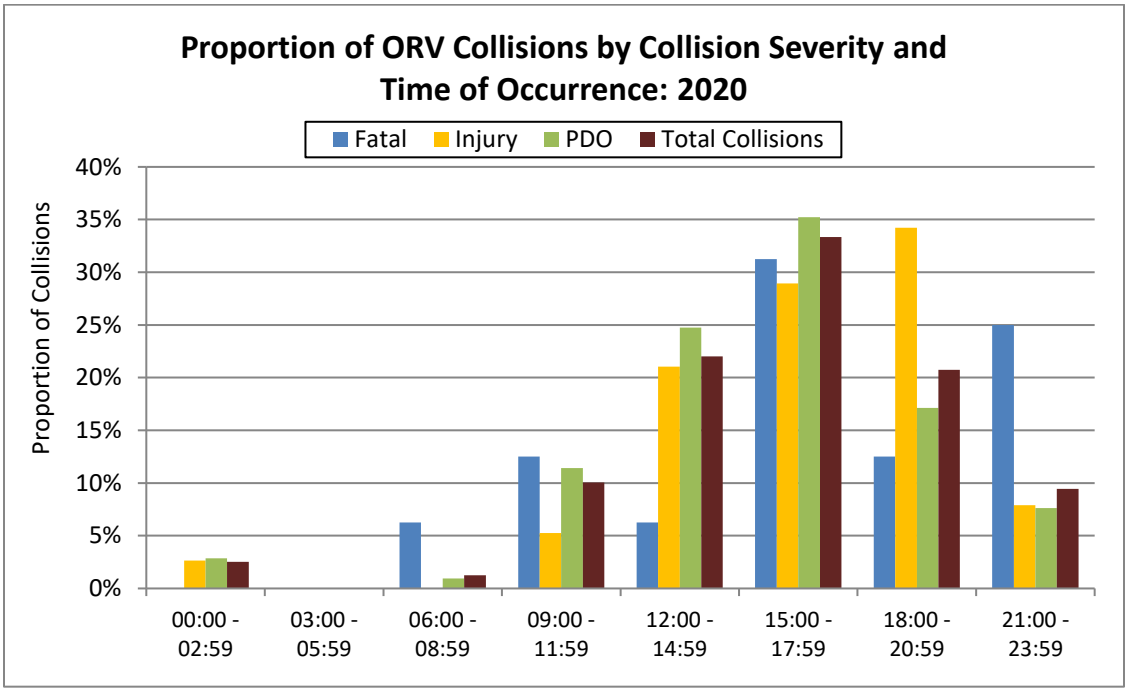
The proportional distribution of ORV collisions by time of day in 2020 is similar to the previous five year (2015 to 2019) annual average.

- Morning (06:00 to 11:59) – 11% in 2020; 12% in the previous five years.
- Afternoon (12:00 to 17:59) – 55% in 2020; 59% in the previous five years.
- Evening (18:00 to 20:59) – 21% in 2020; 19% in the previous five years.
- Overnight (21:00 to 05:59) – 12% in 2020; 10% in the previous five years.

In 2020, the majority of fatal ORV collisions occurred between noon and midnight (12 of 16 fatal collisions).

In 2020, 19 of 38 injury ORV collisions occurred between noon and 6 p.m. and 16 of 38 injury ORV collisions occurred between 6 p.m. and midnight.

Figure 11-4 Proportion of Total ORV Collisions by Collision Severity and Time of Occurrence



In 2020, the majority of fatal ORV collisions occurred between noon and midnight (12 of 16 fatal collisions).

Table 11-6 Off-Road Vehicle Collisions by Light Condition and Collision Severity

Table 11-6
ORV Collisions by Light Condition and Collision Severity: 2020, 2015-2019 Average

Light Condition	2020 Collision Severity						**2020 Total**	**% of 2020 Total**	2015-2019 Average	% Change 2020 to 2015-2019 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Day	8	50.0%	29	76.3%	79	75.2%	**116**	**73.0%**	133	-16.7%
Dawn	0	-	0	-	0	-	**0**	**-**	<1	-100.0%
Dusk	3	18.8%	1	2.6%	5	4.8%	**9**	**5.7%**	14	-36.8%
Dark	5	31.3%	5	13.2%	13	12.4%	**23**	**14.5%**	29	-27.6%
Artificial Light	0	-	0	-	0	-	**0**	**-**	<1	-100.0%
Not Stated	0	-	3	7.9%	8	7.6%	**11**	**6.9%**	26	-63.9%
Total	16	100%	38	100%	105	100%	**159**	**100%**	203	-26.7%

The majority of ORV collisions occur during daylight conditions, from a half hour after sunrise to a half hour before sunset. In 2020, daylight conditions account for 73% of ORV collisions, while nearly 15% occurred during darkness.

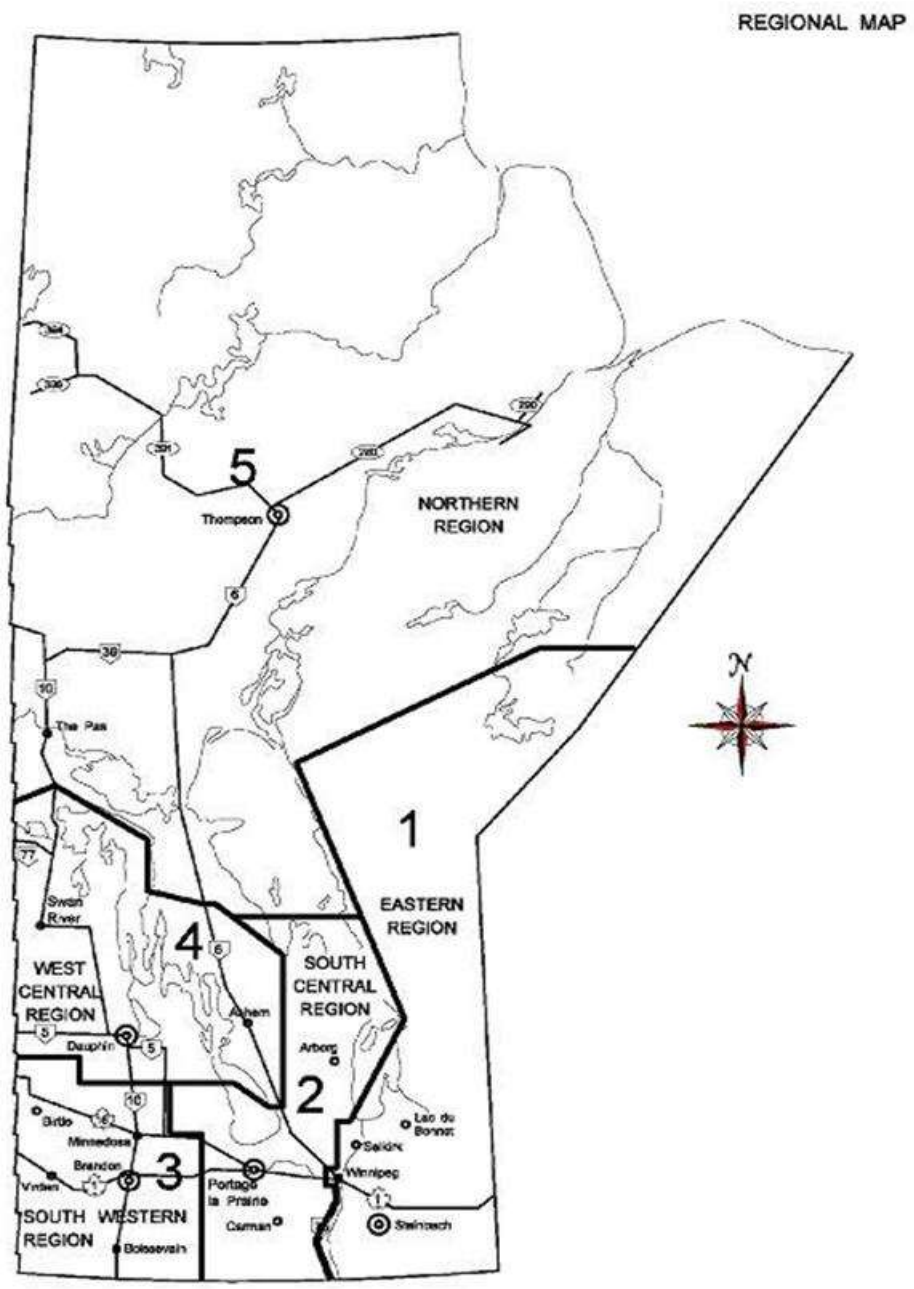
Table 11-7 ORV Collisions by Weather Condition and Collision Severity

Table 11-7
ORV Collisions by Weather Condition and Collision Severity: 2020, 2015-2019 Average

Weather Condition	2020 Collision Severity						**2020 Total**	**% of 2020 Total**	2015-2019 Average	% Change 2020 to 2015-2019 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Clear	8	50.0%	29	76.3%	77	73.3%	**114**	**71.7%**	126	-16.0%
Cloudy	1	6.3%	2	5.3%	10	9.5%	**13**	**8.2%**	25	-46.9%
Raining	0	-	1	2.6%	2	1.9%	**3**	**1.9%**	4	-20.0%
Snowing	2	12.5%	1	2.6%	2	1.9%	**5**	**3.1%**	7	-37.5%
Fog/Mist	0	-	0	-	0	-	**0**	**-**	2	-100.0%
Smoke/Dust	0	-	0	-	0	-	**0**	**-**	<1	-100.0%
Freezing Rain/Sleet/Hail	0	-	1	2.6%	0	-	**1**	**0.6%**	<1	100.0%
Drifting Snow	1	6.3%	0	-	0	-	**1**	**0.6%**	2	-60.0%
Strong Winds	0	-	0	-	2	1.9%	**2**	**1.3%**	1	100.0%
Not Stated	4	25.0%	4	10.5%	12	11.4%	**20**	**12.6%**	34	-47.7%
Total	16	100%	38	100%	105	100%	**159**	**100%**	203	-26.7%

The majority of ORV collisions occur when weather conditions are clear. In 2020, 72% of ORV collisions occurred in clear weather conditions. Another 8% occurred in cloudy weather.

Map 1-1 Manitoba Infrastructure (MI) Regions



Source: Manitoba Infrastructure, Traffic Engineering

This map shows the boundaries of Manitoba Infrastructure (MI) regions and regional office locations. Regional Offices are responsible for service delivery and management of MI programs, as indicated in the department's annual report.[2] Off-road vehicle collisions are reported by location within these regions.

[2] 2019/2020 Annual Report for Manitoba Infrastructure: https://www.gov.mb.ca/mit/reports/annual/pdf/2019_2020_annual.pdf

Table 11-8 ORV Collisions by MI Regions and Collision Severity

Table 11-8
ORV Collisions by MIT Regions and Collision Severity: 2020, 2015-2019 Average

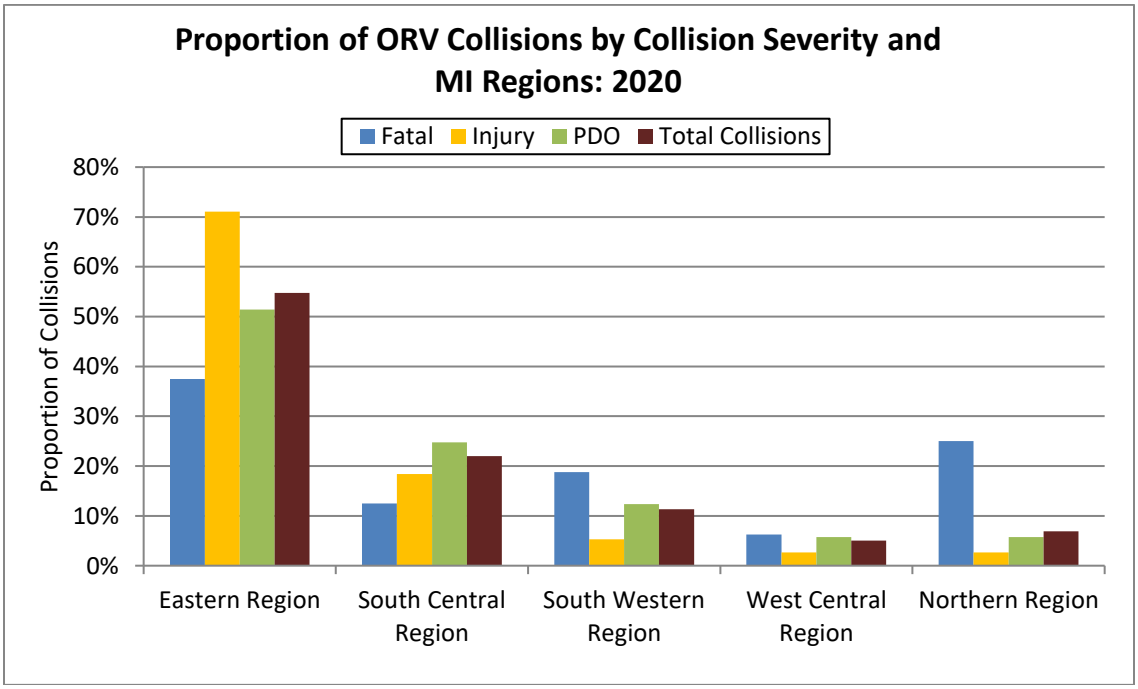
Region	2020 Collision Severity						**2020 Total**	**% of 2020 Total**	2015-2019 Average	% Change 2020 to 2015-2019 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Eastern Region	6	37.5%	27	71.1%	54	51.4%	**87**	**54.7%**	106	-23.3%
South Central Region	2	12.5%	7	18.4%	26	24.8%	**35**	**22.0%**	40	-17.2%
South Western Region	3	18.8%	2	5.3%	13	12.4%	**18**	**11.3%**	27	-41.0%
West Central Region	1	6.3%	1	2.6%	6	5.7%	**8**	**5.0%**	17	-52.2%
Northern Region	4	25.0%	1	2.6%	6	5.7%	**11**	**6.9%**	13	-21.4%
Total	16	100%	38	100%	105	100%	**159**	**100%**	203	-26.7%

The Eastern Region of Manitoba historically accounts for a large share of off-road vehicle accidents. In 2020, 55% of ORV collisions occurred in the Eastern Region. The South Central Region follows with 22%, while the South Western Region accounts for 11% of the total collisions.

While the overall count of ORV collisions in 2020 is down across all regions in Manitoba (compared to the 2015 to 2019 annual average), the proportional distribution of collisions by region in 2020 is similar to the previous five year annual average.

- Eastern Region – 55% of ORV collisions in 2020; 52% in previous five years.
- South Central Region – 22% of ORV collisions in 2020; 20% in previous five years.
- South Western Region – 11% of ORV collisions in 2020; 13% in previous five years.
- West Central Region – 5% of ORV collisions in 2020; 8% in previous five years.
- Northern Region – 7% of ORV collisions in 2020; 6% in previous five years.

Figure 11-5 Proportion of ORV Collisions by Collision Severity and MI Regions



Fatal ORV collisions in 2020 occur most often in the Eastern Region of Manitoba (6 of 16 fatal collisions), followed by the Northern Region (4 of 16 fatal collisions).

Table 11-9 Off-Road Vehicle Collisions by Location and Collision Severity

Table 11-9

ORV Collisions by Location and Collision Severity: 2020, 2015-2019 Average

Location	2020 Collision Severity						**2020 Total**	**% of 2020 Total**	2015-2019 Average	% Change 2020 to 2015-2019 Average
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO				
Public Roadway	1	6.3%	4	10.5%	5	4.8%	**10**	**6.3%**	31	-70.6%
Ditches	1	6.3%	5	13.2%	14	13.3%	**20**	**12.6%**	18	1.3%
River/Lake	2	12.5%	0	-	3	2.9%	**5**	**3.1%**	17	-73.0%
Field	1	6.3%	2	5.3%	7	6.7%	**10**	**6.3%**	13	-35.5%
Farm Yard/Private Property	0	-	5	13.2%	13	12.4%	**18**	**11.3%**	26	-32.1%
Parking Lot	0	-	0	-	1	1.0%	**1**	**0.6%**	<1	0.0%
Embankment	4	25.0%	0	-	2	1.9%	**6**	**3.8%**	3	84.6%
Gravel Road	0	-	1	2.6%	1	1.0%	**2**	**1.3%**	4	-50.0%
Trail*	3	18.8%	11	28.9%	30	28.6%	**44**	**27.7%**	50	-17.4%
Other**	4	25.0%	10	26.3%	29	27.6%	**43**	**27.0%**	38	8.9%
Not Stated	0	-	0	-	0	-	**0**	**-**	2	-100.0%
Total	16	100%	38	100%	105	100%	**159**	**100%**	203	-26.7%

*Includes marked groomed trail, bush trail/winter road, and snowmobile trail.

**Includes park, forest, bush, camp site, mountain, valley, hill, railroad and floodway/diversion.

Note: Historical averages are rounded off to the nearest integer. Computations of percentage changes from the historical trend to the current year are based on actual averages and not on the rounded numbers presented in the table.

In 2020, “trail” was the most common location for ORV collisions (28% of total) followed by “other” locations (27%).

The proportion of ORV collisions happening at specific locations in 2020 is somewhat different from the previous five year (2015 to 2019) annual average.

- “Trail” – 28% in 2020; 25% in the previous five years.
- “Other” – 27% in 2020; 19% in the previous five years.
- “Ditches” – 13% in 2020; 9% in the previous five years.
- “Farm Yard/Private Property” – 11% in 2020; 13% in the previous five years.

NOTE: For a detailed count of ORV collisions by location in each year from 2015 to 2020, please refer to “*Table 11-17 Historical Summary of ORV Collisions by Location*” at the end of this section.

Table 11-10 ORV Collision Victims by Age Group and Casualty Type

Table 11-10
ORV Collision Victims by Age Group and Casualty Type: 2020, 2015-2019 Average

Age Group	2020 Casualty Type				2020 Total Victims	% of 2020 Total Victims	2015-2019 Average			
	Killed	% of Total Killed	Injured	% of Total Injured			Killed	Injured	Total Victims	% of Total Victims
0-4	0	-	0	-	**0**	**-**	<1	<1	<1	0.7%
5-9	1	5.9%	0	-	**1**	**1.8%**	0	<1	<1	1.0%
10-14	2	11.8%	2	5.0%	**4**	**7.0%**	<1	<1	1	2.3%
15-19	3	17.6%	3	7.5%	**6**	**10.5%**	<1	4	4	6.6%
20-24	2	11.8%	3	7.5%	**5**	**8.8%**	1	5	6	9.2%
25-34	3	17.6%	8	20.0%	**11**	**19.3%**	3	11	15	24.1%
35-44	2	11.8%	11	27.5%	**13**	**22.8%**	2	10	12	19.5%
45-54	2	11.8%	6	15.0%	**8**	**14.0%**	1	7	9	14.5%
55-64	2	11.8%	6	15.0%	**8**	**14.0%**	2	6	8	13.2%
65+	0	-	1	2.5%	**1**	**1.8%**	1	1	3	4.3%
Not Stated	0	-	0	-	**0**	**-**	0	3	3	4.6%
Total	17	100%	40	100%	**57**	**100%**	11	49	61	100%

The majority of ORV collision victims are under the age of 45 (70% of all victims). In 2020, 16 of 57 ORV collision victims (28%) are under the age of 25, while 19% are aged 25-34, and 23% are aged 35-44. Seventeen of 57 victims (30%) are 45 years old and older (14% aged 45 to 54; 14% aged 55 to 64; 2% aged 65 and older).

ORV collision victims in 2020 are, for the most part, consistent in terms of overall age demographic when compared with the previous five year (2015 to 2019) annual average. In the previous five years:

- Persons under the age of 25 account for 20% of all victims in ORV collisions, compared to 28% in 2020;
- Persons aged 25 to 44 account for 44% of all victims in ORV collisions, compared to 42% in 2020;
- Persons aged 45 and above account for 32% of all victims in ORV collisions, compared to 30% in 2020.

NOTE: The classification of victims is different from that of drivers (see Table 11-14) as victims may be of any age. Therefore, they are classified by a 5-year age cohort up to age 24. While drivers of off-road vehicles may not be required to be licensed, driver statistics are recorded consistent with other sections, and identified as under 16, 16 to 19, and then using the same classifications for victims.

NOTE: For a detailed count of ORV collision victims by age group in each year from 2015 to 2020, please refer to "*Table 11-18 Historical Summary of ORV Collision Victims by Age Group*" at the end of this section.

Table 11-11 ORV Collision Victims by Gender and Casualty Type

Table 11-11
ORV Collision Victims by Gender and Casualty Type: 2020, 2015-2019 Average

Gender	2020 Casualty Type				**2020 Total Victims**	**% of 2020 Total Victims**	2015-2019 Average			
	Killed	% of Total Killed	Injured	% of Total Injured			Killed	Injured	Total Victims	% of Total Victims
Male	14	82.4%	30	75.0%	**44**	**77.2%**	11	35	46	78.9%
Female	3	17.6%	10	25.0%	**13**	**22.8%**	<1	11	12	21.1%
Total	17	100%	40	100%	**57**	**100%**	11	46	58	100%

The majority of people killed and injured in ORV collisions in 2020 are male. Males account for 44 ORV collision victims (77%). This is similar to the previous five year (2015 to 2019) annual average (79%).

Table 11-12 ORV Collision Victims by Safety Equipment Use and Casualty Type

Table 11-12
ORV Collision Victims by Safety Equipment Use and Casualty Type: 2020, 2015-2019 Average

Safety Equipment	2020 Casualty Type				**2020 Total Victims**	**% of 2020 Total Victims**	2015-2019 Average			
	Killed	% of Total Killed	Injured	% of Total Injured			Killed	Injured	Total Victims	% of Total Victims
Safety Helmet Worn	5	29.4%	21	52.5%	**26**	**45.6%**	3	28	30	50.2%
Safety Helmet Not Worn	4	23.5%	3	7.5%	**7**	**12.3%**	3	4	7	11.9%
Seat Belt Assembly Used	2	11.8%	9	22.5%	**11**	**19.3%**	<1	7	8	12.5%
Seat Belt Assembly Not Used	0	-	0	-	**0**	**-**	<1	2	2	3.6%
Not Stated	6	35.3%	2	5.0%	**8**	**14.0%**	4	1	5	8.3%
Not Applicable*	0	-	5	12.5%	**5**	**8.8%**	<1	7	8	13.5%
Total	17	100%	40	100%	**57**	**100%**	11	49	61	100%

* Victims who were not operators/passengers of off-road vehicles; therefore do not require a helmet.

In 2020, 26 victims (46%) in ORV collisions were wearing a safety helmet; 7 were not. This includes 5 people killed while wearing a helmet and 4 people killed while not wearing a helmet. The proportion of victims who were wearing a helmet in 2020 (46%) has decreased compared to the previous five year annual average (2015 to 2019; 50%).

Table 11-13 ORV Victims Killed vs. Injured for Helmeted and Non-helmeted ORV Occupants

Table 11-13

ORV Victims Killed vs. Injured for Helmeted and Non-helmeted ORV Occupants
(2015-2020)

	Helmet worn		Helmet not worn		Hemet Effectiveness
	Number	Percent	Number	Percent	(Ratio of % helmet not worn to % helmet worn)
Killed	19	10.7%	20	46.5%	4.36
Injured	159	89.3%	23	53.5%	0.60
Total	178	100%	43	100%	-

Note: Data have been presented in aggregate for the years 2015-2020.

As the number of victims wearing helmets exceeds those not wearing helmets, one could conclude that helmets contribute to fatalities and injuries in ORV collisions. However, it is likely that with a large majority of drivers and passengers wearing helmets, they have a high representation among collision victims.

Table 11-13 compares the proportion of people killed and injured for those wearing and not wearing helmets. Among people wearing helmets when they sustain an injury from an ORV collision, 11% are killed. Among people not wearing helmets when they sustain an injury from an ORV collision, nearly 47% are killed. This indicates that an ORV collision victim is four times more likely to be killed if they are not wearing a helmet at the time of a collision.

Table 11-14 Drivers Involved in ORV Collisions by Age Group and Collision Severity

Table 11-14

Drivers Involved in ORV Collisions by Age Group and Collision Severity: 2020, 2015-2019 Average

Age Group	2020 Collision Severity						**2020 Total**	**% of 2020 Total**	2015-2019 Average	% Change 2020 to 2015-2019 Average
	Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*				
<16	3	17.6%	1	2.5%	5	4.6%	**9**	**5.5%**	6	50.0%
16-19	2	11.8%	4	10.0%	6	5.6%	**12**	**7.3%**	12	-1.6%
20-24	2	11.8%	2	5.0%	17	15.7%	**21**	**12.7%**	27	-21.6%
25-34	3	17.6%	8	20.0%	26	24.1%	**37**	**22.4%**	52	-29.1%
35-44	3	17.6%	10	25.0%	19	17.6%	**32**	**19.4%**	45	-29.2%
45-54	2	11.8%	8	20.0%	25	23.1%	**35**	**21.2%**	40	-12.1%
55-64	2	11.8%	6	15.0%	7	6.5%	**15**	**9.1%**	22	-32.4%
65+	0	-	1	2.5%	3	2.8%	**4**	**2.4%**	6	-33.3%
Not Stated	0	-	0	-	1	-	**1**	**-**	8	-
Total	17	100%	40	100%	109	100%	**166**	**100%**	218	-23.9%

*Percentage of the total does not include the "not stated" category.

In 2020, drivers under the age of 45 account for 67% of drivers involved in ORV collisions (<16 – nearly 6%; 16 to 19 – 7%; 20 to 24 – 13%; 25 to 34 – 22%; 35 to 44 – 19%), while drivers aged 45 and older account for 33% (45 to 54 – 21%; 55 to 64 – 9%; 65 and older – 2%).

Table 11-15 ORV Collisions by Contributing Factors and Collision Severity

Table 11-15

Drivers Involved in ORV Collisions by Contributing Factors and Collision Severity: 2020

Contributing Factor	2020 Collision Severity						**2020 Total Drivers**	**% of 2020 Total Drivers**
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	1	5.9%	1	2.5%	8	7.3%	**10**	**6.0%**
Driver Action - Driving properly	0	-	0	-	1	0.9%	**1**	**0.6%**
Any At-fault Driver Action	10	58.8%	35	87.5%	72	66.1%	**117**	**70.5%**
Following too closely	0	-	0	-	1	0.9%	**1**	**0.6%**
Turning improperly	0	-	0	-	1	0.9%	**1**	**0.6%**
Passing improperly	0	-	0	-	0	-	**0**	**-**
Changing lanes improperly	0	-	0	-	0	-	**0**	**-**
Fail to yield right-of-way	0	-	0	-	1	0.9%	**1**	**0.6%**
Disobey traffic control device/officer	0	-	0	-	0	-	**0**	**-**
Drive wrong way on roadway	0	-	0	-	0	-	**0**	**-**
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	**0**	**-**
Back unsafely	0	-	0	-	1	0.9%	**1**	**0.6%**
Parking improperly	0	-	0	-	0	-	**0**	**-**
Lost control/Drive off road	4	23.5%	1	2.5%	4	3.7%	**9**	**5.4%**
Driverless vehicle ran out of control	0	-	0	-	2	1.8%	**2**	**1.2%**
Leave stop sign before safe to do so	0	-	1	2.5%	0	-	**1**	**0.6%**
Failed to signal	0	-	0	-	0	-	**0**	**-**
Take avoiding action	0	-	0	-	1	0.9%	**1**	**0.6%**
Driver inexperience	2	11.8%	0	-	1	0.9%	**3**	**1.8%**
Pedestrian error/confusion	0	-	0	-	0	-	**0**	**-**
NET Speed	5	29.4%	33	82.5%	55	50.5%	**93**	**56.0%**
Exceeding speed limit	0	-	0	-	0	-	**0**	**-**
Driving too fast for conditions	5	29.4%	33	82.5%	55	50.5%	**93**	**56.0%**
Unsafe operating speed (Too fast or too slow)	0	-	0	-	0	-	**0**	**-**
NET Distracted driving	2	11.8%	1	2.5%	11	10.1%	**14**	**8.4%**
Careless Driving	1	5.9%	1	2.5%	9	8.3%	**11**	**6.6%**
Distraction/Inattention	2	11.8%	0	-	2	1.8%	**4**	**2.4%**

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Contributing Factor	2020 Collision Severity						2020 Total Drivers	% of 2020 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Human Condition - Apparently Normal	1	5.9%	37	92.5%	85	78.0%	**123**	**74.1%**
Any At-fault Human Condition	7	41.2%	0	-	1	0.9%	**8**	**4.8%**
Loss of consciousness/Blackout prior to collision	0	-	0	-	0	-	**0**	**-**
Extreme fatigue/Fell asleep	0	-	0	-	0	-	**0**	**-**
Defective eyesight	0	-	0	-	0	-	**0**	**-**
Defective hearing	0	-	0	-	0	-	**0**	**-**
Medical disability	0	-	0	-	0	-	**0**	**-**
Physical disability	0	-	0	-	0	-	**0**	**-**
Mental disability	0	-	0	-	0	-	**0**	**-**
Mental confusion/Inability to remember	0	-	0	-	0	-	**0**	**-**
Sudden illness	0	-	0	-	0	-	**0**	**-**
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	**0**	**-**
NET Impaired	7	41.2%	0	-	1	0.9%	**8**	**4.8%**
Ability impaired alcohol	1	5.9%	0	-	1	0.9%	**2**	**1.2%**
Ability impaired drugs	0	-	0	-	0	-	**0**	**-**
Had been drinking/Suspected alcohol use	6	35.3%	0	-	0	-	**6**	**3.6%**
No Apparent (Vehicle) Defect	4	23.5%	38	95.0%	97	89.0%	**139**	**83.7%**
Any At-fault Vehicle Defect	0	-	0	-	1	0.9%	**1**	**0.6%**
Defective brakes	0	-	0	-	0	-	**0**	**-**
Defective steering	0	-	0	-	0	-	**0**	**-**
Defective headlights	0	-	0	-	0	-	**0**	**-**
Defective brake lights	0	-	0	-	0	-	**0**	**-**
Defective lighting (unspecified)	0	-	0	-	0	-	**0**	**-**
Defective engine controls/drive train	0	-	0	-	1	0.9%	**1**	**0.6%**
Defective suspension/wheels	0	-	0	-	0	-	**0**	**-**
Defective tires	0	-	0	-	0	-	**0**	**-**
Tow hitch/yoke defective	0	-	0	-	0	-	**0**	**-**
Defective exhaust system	0	-	0	-	0	-	**0**	**-**
Hood/tailgate/door/covering opened	0	-	0	-	0	-	**0**	**-**
Defective glazing (obscured windows)	0	-	0	-	0	-	**0**	**-**
Vehicle modifications	0	-	0	-	0	-	**0**	**-**
Fire	0	-	0	-	0	-	**0**	**-**

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Contributing Factor	2020 Collision Severity						2020 Total Drivers	% of 2020 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Overloaded/oversized	0	-	0	-	0	-	**0**	**-**
Load shifted/spilled	0	-	0	-	0	-	**0**	**-**
Jack-knife/trailer swing	0	-	0	-	0	-	**0**	**-**
Hydroplaning tires	0	-	0	-	0	-	**0**	**-**
Any At-fault Environmental Condition	4	23.5%	5	12.5%	37	33.9%	**46**	**27.7%**
Animal action - Wild	0	-	1	2.5%	2	1.8%	**3**	**1.8%**
Animal action - Domestic	0	-	0	-	0	-	**0**	**-**
Slippery road surface	1	5.9%	0	-	0	-	**1**	**0.6%**
Snow drift	2	11.8%	0	-	1	0.9%	**3**	**1.8%**
Obstruction/debris on roadway	1	5.9%	3	7.5%	31	28.4%	**35**	**21.1%**
View obstructed/limited	2	11.8%	0	-	0	-	**2**	**1.2%**
Glare/reflection	0	-	0	-	0	-	**0**	**-**
Construction zone	0	-	0	-	0	-	**0**	**-**
Defective driving surface	0	-	1	2.5%	1	0.9%	**2**	**1.2%**
Shoulders defective	0	-	0	-	1	0.9%	**1**	**0.6%**
Lane markings inadequate	0	-	0	-	0	-	**0**	**-**
Defective/inoperative traffic control device	0	-	0	-	0	-	**0**	**-**
Weather	1	5.9%	0	-	1	0.9%	**2**	**1.2%**
Pedestrian corridor in use	0	-	0	-	0	-	**0**	**-**
Uninvolved vehicle	0	-	0	-	0	-	**0**	**-**
Uninvolved pedestrian	0	-	0	-	0	-	**0**	**-**
Presence of prior accident	0	-	0	-	0	-	**0**	**-**
No Contributing Factor(s) Identified	0	-	0	-	0	-	**0**	**-**
Not Stated	2	11.8%	0	-	2	1.8%	**4**	**2.4%**
Total	17	100%	40	100%	109	100%	**166**	**100%**

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

In 2020, at least one at-fault driver action is recorded for 117 of the 166 drivers involved in ORV collisions (nearly 71%), including:

- 10 of 17 drivers involved in fatal collisions;
- 35 of 40 drivers involved in injury collisions; and,
- 72 of 109 drivers involved in PDO collisions.

The most prevalent at-fault driver actions include:

- Speed (including “exceeding speed limit”, “driving too fast for conditions” and “unsafe operating speed”) – 56% of the drivers involved;
- Distracted driving (including “careless driving” and “distraction/inattention”) – 8% of the drivers involved;
- “Loss of control/drive off road” – 5% of the drivers involved; and,
- “Driver inexperience” – 2% of the drivers involved.

At-fault human conditions are recorded as contributing for 5% of the drivers involved in ORV collisions, with the most prevalent being impaired driving (including “ability impaired by alcohol”, “ability impaired by drugs” and “had been drinking/suspected alcohol use”) (5% of the drivers involved).

Environmental conditions are recorded as contributing for 28% of the drivers involved in ORV collisions, with the most prevalent being “obstruction/debris on roadway” (21% of the drivers involved).

Only one driver involved in ORV collisions had a vehicle defect recorded as a contributing factor.

In the previous five year (2015 to 2019) annual average of the drivers involved in ORV collisions:

- 62% had an at-fault driver action recorded, with 28% being distracted (“careless driving” and “distraction/inattention”), 27% speed, and 8% “lost control/drive off road”;
- 3% had an at-fault ‘human condition’ recorded, with the most common being impaired (2%);
- 19% had an environmental condition recorded, with the most common being “obstruction/debris on roadway” (12%) and “defective driving surface” (2%); and,
- On average, only 2 drivers had a vehicle defect recorded as a contributing factor per year.

In 2020, 10 of 17 drivers involved in fatal collisions had an at-fault driver action and 7 of 17 had an at-fault human condition. The most common at-fault contributing factors recorded for drivers involved in fatal ORV collisions in 2020 include:

- Impaired (including “ability impaired by alcohol”, “ability impaired by drugs” and “had been drinking/suspected alcohol use”) – 7 of 17 drivers;
- Speed (including “exceeding speed limit”, “driving too fast for conditions” and “unsafe operating speed”) – 5 of 17 drivers; and,
- “Loss of control/drive off road” – 4 of 17 drivers.

NOTE: For a detailed count of drivers involved in ORV collisions by the contributing factors recorded in each year from 2015 to 2020, please refer to “*Table 11-19 Historical Summary of Drivers Involved in ORV Collisions by Contributing Factors*” at the end of this section.

Table 11-16 Historical Summary of ORV Collisions by Month of Occurrence

Table 11-16
Summary of ORV Collisions by Month of Occurrence: 2015 to 2020

Month	2015 Total	% of 2015 Total	2016 Total	% of 2016 Total	2017 Total	% of 2017 Total	2018 Total	% of 2018 Total	2019 Total	% of 2019 Total	**2020 Total**	**% of 2020 Total**
January	35	13.0%	40	14.9%	34	20.2%	22	13.5%	12	8.3%	**15**	**9.4%**
February	36	13.4%	41	15.3%	26	15.5%	29	17.8%	23	15.9%	**21**	**13.2%**
March	39	14.5%	32	11.9%	11	6.5%	26	16.0%	26	17.9%	**14**	**8.8%**
April	24	8.9%	9	3.4%	16	9.5%	14	8.6%	11	7.6%	**12**	**7.5%**
May	15	5.6%	20	7.5%	12	7.1%	12	7.4%	11	7.6%	**14**	**8.8%**
June	19	7.1%	10	3.7%	13	7.7%	10	6.1%	9	6.2%	**7**	**4.4%**
July	20	7.4%	23	8.6%	12	7.1%	8	4.9%	17	11.7%	**16**	**10.1%**
August	16	5.9%	16	6.0%	6	3.6%	8	4.9%	12	8.3%	**17**	**10.7%**
September	22	8.2%	24	9.0%	8	4.8%	7	4.3%	9	6.2%	**19**	**11.9%**
October	16	5.9%	8	3.0%	12	7.1%	5	3.1%	2	1.4%	**4**	**2.5%**
November	7	2.6%	8	3.0%	6	3.6%	2	1.2%	6	4.1%	**8**	**5.0%**
December	20	7.4%	37	13.8%	12	7.1%	20	12.3%	7	4.8%	**12**	**7.5%**
Total	269	100%	268	100%	168	100%	163	100%	145	100%	**159**	**100%**

Table 11-17 Historical Summary of ORV Collisions by Location

Table 11-17
Summary of ORV Collisions by Location: 2015 to 2020

Location	2015 Total	% of 2015 Total	2016 Total	% of 2016 Total	2017 Total	% of 2017 Total	2018 Total	% of 2018 Total	2019 Total	% of 2019 Total	**2020 Total**	**% of 2020 Total**
Public Roadway	54	20.1%	48	17.9%	14	8.3%	20	12.3%	19	13.1%	**10**	**6.3%**
Ditches	27	10.0%	25	9.3%	14	8.3%	13	8.0%	9	6.2%	**20**	**12.6%**
River/Lake	22	8.2%	18	6.7%	19	11.3%	15	9.2%	11	7.6%	**5**	**3.1%**
Field	17	6.3%	20	7.5%	16	9.5%	9	5.5%	5	3.4%	**10**	**6.3%**
Farm Yard/Private Property	43	16.0%	25	9.3%	19	11.3%	19	11.7%	24	16.6%	**18**	**11.3%**
Parking Lot	2	0.7%	1	0.4%	1	0.6%	0	-	0	-	**1**	**0.6%**
Embankment	1	0.4%	5	1.9%	3	1.8%	4	2.5%	0	-	**6**	**3.8%**
Gravel Road	5	1.9%	5	1.9%	3	1.8%	3	1.8%	3	2.1%	**2**	**1.3%**
Trail*	48	17.8%	76	28.4%	46	27.4%	43	26.4%	38	26.2%	**44**	**27.7%**
Other**	47	17.5%	41	15.3%	33	19.6%	37	22.7%	34	23.4%	**43**	**27.0%**
Not Stated	3	1.1%	4	1.5%	0	-	0	-	2	1.4%	**0**	**-**
Total	269	100%	268	100%	168	100%	163	100%	145	100%	**159**	**100%**

*Includes marked groomed trail, bush trail/winter road, and snowmobile trail.

**Includes park, forest, bush, camp site, mountain, valley, hill, railroad and floodway/diversion.

Table 11-18 Historical Summary of ORV Collision Victims by Age Group

Table 11-18

Historical Summary of ORV Collision Victims by Age Group: 2015 to 2020

Age Group	2015 Total	% of 2015 Total	2016 Total	% of 2016 Total	2017 Total	% of 2017 Total	2018 Total	% of 2018 Total	2019 Total	% of 2019 Total	**2020 Total**	**% of 2020 Total**
0-4	1	1.5%	0	-	1	2.3%	0	-	0	-	**0**	**-**
5-9	1	1.5%	1	1.1%	1	2.3%	0	-	0	-	**1**	**1.8%**
10-14	1	1.5%	2	2.1%	0	-	2	4.0%	2	4.1%	**4**	**7.0%**
15-19	5	7.5%	6	6.4%	1	2.3%	1	2.0%	7	14.3%	**6**	**10.5%**
20-24	9	13.4%	4	4.3%	4	9.3%	7	14.0%	4	8.2%	**5**	**8.8%**
25-34	11	16.4%	20	21.3%	11	25.6%	14	28.0%	17	34.7%	**11**	**19.3%**
35-44	16	23.9%	22	23.4%	6	14.0%	10	20.0%	5	10.2%	**13**	**22.8%**
45-54	10	14.9%	19	20.2%	6	14.0%	6	12.0%	3	6.1%	**8**	**14.0%**
55-64	7	10.4%	10	10.6%	9	20.9%	7	14.0%	7	14.3%	**8**	**14.0%**
65+	2	3.0%	5	5.3%	1	2.3%	3	6.0%	2	4.1%	**1**	**1.8%**
Not Stated	4	6.0%	5	5.3%	3	7.0%	0	-	2	4.1%	**0**	**-**
Total	67	100%	94	100%	43	100%	50	100%	49	100%	**57**	**100%**

Table 11-19 Historical Summary of ORV Collisions by Contributing Factors

Table 11-19

Historical Summary of ORV Collisions by Contributing Factors: 2015 to 2020

Contributing Factor	2015 Total Drivers	% of 2015 Total Drivers	2016 Total Drivers	% of 2016 Total Drivers	2017 Total Drivers	% of 2017 Total Drivers	2018 Total Drivers	% of 2018 Total Drivers	2019 Total Drivers	% of 2019 Total Drivers	**2020 Total Drivers**	**% of 2020 Total Drivers**
Driver Action - Driving Properly and Human Condition - Apparently Normal	34	11.3%	36	12.2%	11	6.2%	10	5.9%	12	8.1%	**10**	**6.0%**
Driver Action - Driving properly	3	1.0%	2	0.7%	0	-	1	0.6%	0	-	**1**	**0.6%**
Any At-fault Driver Action	139	46.3%	170	57.6%	148	83.6%	128	75.3%	93	62.4%	**117**	**70.5%**
Following too closely	7	2.3%	3	1.0%	5	2.8%	2	1.2%	4	2.7%	**1**	**0.6%**
Turning improperly	4	1.3%	4	1.4%	3	1.7%	1	0.6%	3	2.0%	**1**	**0.6%**
Passing improperly	0	-	1	0.3%	0	-	0	-	0	-	**0**	**-**
Changing lanes improperly	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Fail to yield right-of-way	2	0.7%	0	-	2	1.1%	1	0.6%	0	-	**1**	**0.6%**
Disobey traffic control device/officer	1	0.3%	0	-	0	-	0	-	0	-	**0**	**-**
Drive wrong way on roadway	0	-	0	-	0	-	1	0.6%	0	-	**0**	**-**
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Back unsafely	5	1.7%	1	0.3%	3	1.7%	1	0.6%	2	1.3%	**1**	**0.6%**
Parking improperly	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Lost control/Drive off road	22	7.3%	24	8.1%	30	16.9%	7	4.1%	6	4.0%	**9**	**5.4%**
Driverless vehicle ran out of control	0	-	0	-	0	-	0	-	0	-	**2**	**1.2%**
Leave stop sign before safe to do so	0	-	1	0.3%	0	-	0	-	0	-	**1**	**0.6%**
Failed to signal	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Take avoiding action	2	0.7%	5	1.7%	3	1.7%	1	0.6%	2	1.3%	**1**	**0.6%**
Driver inexperience	3	1.0%	8	2.7%	13	7.3%	6	3.5%	1	0.7%	**3**	**1.8%**
Pedestrian error/confusion	0	-	0	-	0	-	0	-	0	-	**0**	**-**
NET Speed	19	6.3%	42	14.2%	64	36.2%	98	57.6%	73	49.0%	**93**	**56.0%**
Exceeding speed limit	0	-	2	0.7%	0	-	0	-	1	0.7%	**0**	**-**
Driving too fast for conditions	18	6.0%	34	11.5%	63	35.6%	97	57.1%	70	47.0%	**93**	**56.0%**
Unsafe operating speed (Too fast or too slow)	1	0.3%	6	2.0%	1	0.6%	1	0.6%	2	1.3%	**0**	**-**
NET Distracted driving	97	32.3%	120	40.7%	57	32.2%	21	12.4%	10	6.7%	**14**	**8.4%**
Careless Driving	93	31.0%	114	38.6%	51	28.8%	14	8.2%	10	6.7%	**11**	**6.6%**
Distraction/Inattention	6	2.0%	11	3.7%	14	7.9%	7	4.1%	1	0.7%	**4**	**2.4%**

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Contributing Factor	2015 Total Drivers	% of 2015 Total Drivers	2016 Total Drivers	% of 2016 Total Drivers	2017 Total Drivers	% of 2017 Total Drivers	2018 Total Drivers	% of 2018 Total Drivers	2019 Total Drivers	% of 2019 Total Drivers	**2020 Total Drivers**	**% of 2020 Total Drivers**
Human Condition - Apparently Normal	38	12.7%	77	26.1%	95	53.7%	131	77.1%	115	77.2%	**123**	**74.1%**
Any At-fault Human Condition	5	1.7%	11	3.7%	3	1.7%	4	2.4%	6	4.0%	**8**	**4.8%**
Loss of consciousness/Blackout prior to collision	0	-	0	-	0	-	0	-	1	0.7%	**0**	**-**
Extreme fatigue/Fell asleep	1	0.3%	0	-	0	-	0	-	0	-	**0**	**-**
Defective eyesight	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Defective hearing	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Medical disability	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Physical disability	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Mental disability	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Mental confusion/Inability to remember	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Sudden illness	0	-	0	-	0	-	1	0.6%	0	-	**0**	**-**
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-	0	-	**0**	**-**
NET Impaired	4	1.3%	11	3.7%	3	1.7%	3	1.8%	5	3.4%	**8**	**4.8%**
Ability impaired alcohol	3	1.0%	6	2.0%	3	1.7%	2	1.2%	4	2.7%	**2**	**1.2%**
Ability impaired drugs	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Had been drinking/Suspected alcohol use	1	0.3%	5	1.7%	0	-	1	0.6%	1	0.7%	**6**	**3.6%**
No Apparent (Vehicle) Defect	64	21.3%	132	44.7%	119	67.2%	132	77.6%	125	83.9%	**139**	**83.7%**
Any At-fault Vehicle Defect	1	0.3%	4	1.4%	0	-	1	0.6%	2	1.3%	**1**	**0.6%**
Defective brakes	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Defective steering	1	0.3%	1	0.3%	0	-	0	-	0	-	**0**	**-**
Defective headlights	0	-	0	-	0	-	0	-	1	0.7%	**0**	**-**
Defective brake lights	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Defective lighting (unspecified)	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Defective engine controls/drive train	0	-	2	0.7%	0	-	0	-	0	-	**1**	**0.6%**
Defective suspension/wheels	0	-	1	0.3%	0	-	1	0.6%	0	-	**0**	**-**
Defective tires	0	-	1	0.3%	0	-	0	-	0	-	**0**	**-**
Tow hitch/yoke defective	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Defective exhaust system	0	-	1	0.3%	0	-	0	-	0	-	**0**	**-**
Hood/tailgate/door/covering opened	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Defective glazing (obscured windows)	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Vehicle modifications	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Fire	0	-	0	-	0	-	0	-	0	-	**0**	**-**

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Contributing Factor	2015 Total Drivers	% of 2015 Total Drivers	2016 Total Drivers	% of 2016 Total Drivers	2017 Total Drivers	% of 2017 Total Drivers	2018 Total Drivers	% of 2018 Total Drivers	2019 Total Drivers	% of 2019 Total Drivers	**2020 Total Drivers**	**% of 2020 Total Drivers**
Overloaded/oversized	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Load shifted/spilled	0	-	0	-	0	-	0	-	1	0.7%	**0**	**-**
Jack-knife/trailer swing	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Hydroplaning tires	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Any At-fault Environmental Condition	25	8.3%	63	21.4%	33	18.6%	41	24.1%	44	29.5%	**46**	**27.7%**
Animal action - Wild	1	0.3%	0	-	3	1.7%	1	0.6%	1	0.7%	**3**	**1.8%**
Animal action - Domestic	1	0.3%	0	-	1	0.6%	0	-	1	0.7%	**0**	**-**
Slippery road surface	2	0.7%	6	2.0%	4	2.3%	4	2.4%	2	1.3%	**1**	**0.6%**
Snow drift	1	0.3%	8	2.7%	5	2.8%	1	0.6%	1	0.7%	**3**	**1.8%**
Obstruction/debris on roadway	15	5.0%	33	11.2%	16	9.0%	32	18.8%	39	26.2%	**35**	**21.1%**
View obstructed/limited	2	0.7%	8	2.7%	1	0.6%	3	1.8%	0	-	**2**	**1.2%**
Glare/reflection	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Construction zone	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Defective driving surface	2	0.7%	13	4.4%	4	2.3%	0	-	1	0.7%	**2**	**1.2%**
Shoulders defective	0	-	0	-	0	-	0	-	0	-	**1**	**0.6%**
Lane markings inadequate	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Defective/inoperative traffic control device	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Weather	2	0.7%	3	1.0%	0	-	0	-	0	-	**2**	**1.2%**
Pedestrian corridor in use	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Uninvolved vehicle	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Uninvolved pedestrian	0	-	0	-	0	-	0	-	0	-	**0**	**-**
Presence of prior accident	0	-	0	-	0	-	0	-	0	-	**0**	**-**
No Contributing Factor(s) Identified	0	-	0	-	0	-	0	-	1	0.7%	**0**	**-**
Not Stated	105	35.0%	60	20.3%	5	2.8%	4	2.4%	4	2.7%	**4**	**2.4%**
Total	300	100%	295	100%	177	100%	170	100%	149	100%	**166**	**100%**

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

GLOSSARY – Terms & Definitions

Terms and Definitions

“Accident Configuration”

- Briefly describes the action taken by a vehicle immediately prior to or at the start of the collision, including such events as rear-ending another vehicle, side-swiping another vehicle, turning into (the path of) another vehicle, parking, meeting another vehicle at an intersection and/or leaving the roadway.
- “Other” in terms of accident configuration includes, primarily, collisions involving more than one configuration or sequence of events.

“Active Drivers”

- Drivers holding an active Manitoba Driver’s Licence of any specific Licence Class

“At-fault Contributing Factor”

- A contributing factor where some action or condition other than “driving properly” and “apparently normal” has been noted.

“ATV”

- All Terrain Vehicle; includes vehicles with 3, 4 and 6 wheels.

“Blood alcohol concentration (BAC)”

- A measure of the concentration of alcohol in a person’s blood. A measure of “.08 BAC” is equivalent of 80 milligrams of alcohol per 1,000 milligrams of blood, or 0.08%.

“Casualty Type”

- A classification of the severity of the injury sustained by a victim in a traffic collision, i.e., whether someone was killed or injured. This classification also includes a designation for the severity of each non-fatal injury sustained (i.e., victims sustaining a serious/major, minor or minimal injury).

“Collision Severity”

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Collision Type”

- Refers to the object struck by a motor vehicle during a collision (including: a pedestrian, another motor vehicle, a train, a motorcycle, a bicycle, an animal, and fixed objects) or to what happened to the vehicle in a single-vehicle collision (including: overturned on roadway and ran off roadway).

“Contributing Factor”

- Those circumstances or factors recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environmental condition. The TAR allows for up to three contributing factors to be recorded for each driver or vehicle involved in the collision.

“Criminal Code 253A” and “Criminal Code 253B”[3]: Impaired driving

- Every one commits an offence who operates a motor vehicle or vessel or operates or assists in the operation of an aircraft or of railway equipment or has the care or control of a motor vehicle, vessel, aircraft or railway equipment, whether it is in motion or not,
  - (*a*) while the person’s ability to operate the vehicle, vessel, aircraft or railway equipment is impaired by alcohol or a drug; or
  - (*b*) having consumed alcohol in such a quantity that the concentration in the person’s blood exceeds eighty milligrams of alcohol in one hundred millilitres of blood.
- For greater certainty, the reference to impairment by alcohol or a drug in paragraph (*a*) includes impairment by a combination of alcohol and a drug.
- “253AC” and “253BC” indicate a conviction while a youth was in the vehicle.

[3] Definitions for Criminal Code Statute 253, 254 and 255 are taken directly from the **Criminal Code (R.S., 1985, c. C-46)** of Canada, as posted on the Department of Justice website. (https://laws-lois.justice.gc.ca/eng/)

"Criminal Code Statute 254-5": Refusing to comply with a request for sample

- If a peace officer has reasonable grounds to suspect that a person has alcohol or a drug in their body and that the person has, within the preceding three hours, operated a motor vehicle or vessel, operated or assisted in the operation of an aircraft or railway equipment or had the care or control of a motor vehicle, a vessel, an aircraft or railway equipment, whether it was in motion or not, the peace officer may, by demand, require the person to comply with paragraph (*a*), in the case of a drug, or with either or both of paragraphs (*a*) and (*b*), in the case of alcohol:
    - (*a*) to perform forthwith physical coordination tests … and, if necessary, to accompany the peace officer for that purpose; and
    - (*b*) to provide forthwith a sample of breath that, in the peace officer's opinion, will enable a proper analysis to be made by means of an approved screening device and, if necessary, to accompany the peace officer for that purpose.
- Everyone commits an offence who, without reasonable excuse, fails or refuses to comply with a demand made under this section.
- "254-5C" indicates a conviction while a youth was in the vehicle.

"Criminal Code Statute 255-2": Impaired driving/refusing to provide sample causing injury

- Everyone who commits an offence under paragraph 253(*a*) and causes bodily harm to another person as a result is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.
- Everyone who, while committing an offence under paragraph 253(*b*), causes an accident resulting in bodily harm to another person is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.
- Everyone who commits an offence under subsection 254(5) and, at the time of committing the offence, knows or ought to know that their operation of the motor vehicle, vessel, aircraft or railway equipment, their assistance in the operation of the aircraft or railway equipment or their care or control of the motor vehicle, vessel, aircraft or railway equipment caused an accident resulting in bodily harm to another person is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.

"Criminal Code Statute 255-3": Impaired driving/refusing to provide sample causing death

- Everyone who commits an offence under paragraph 253(*a*) and causes the death of another person as a result is guilty of an indictable offence and liable to imprisonment for life.
- Everyone who, while committing an offence under paragraph 253(*b*), causes an accident resulting in the death of another person is guilty of an indictable offence and liable to imprisonment for life.
- Everyone who commits an offence under subsection 254(5) and, at the time of committing the offence, knows or ought to know that their operation of the motor vehicle, vessel, aircraft or railway equipment, their assistance in the operation of the aircraft or railway equipment or their care or control of the motor vehicle, vessel, aircraft or railway equipment caused an accident resulting in the death of another person, or in bodily harm to another person whose death ensues, is guilty of an indictable offence and liable to imprisonment for life.

"Driver Action"

- A category of contributing factors attributed to actions taken or performed by a driver immediately prior to a collision.

"Driver Involvement Rate"

- A calculation of the number of drivers involved in traffic collisions for every 10,000 drivers licensed in Manitoba. The total number of drivers licensed to drive includes both active and suspended drivers. This involvement rate does not take into account the number of vehicle kilometres driven by each driver group.

"Environmental Condition"

- A category of contributing factors attributed to environmental conditions (i.e., weather, road surface and animal actions) immediately prior to a collision.

"Fatal Collision"

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

"Graduated Driver Licensing (GDL)"

- A three-stage program designed to help new drivers, regardless of age, acquire the knowledge and skill needed to safely operate a motor vehicle. Each licence stage has specific rules and restrictions governing when and under what circumstances the holder is allowed to operate a motor vehicle, enabling novice drivers to gain more experience under a greater variety of driving conditions. Both Class 5 and Class 6 licences have a GDL stage associated with them.
- Three stages of GDL: Learner (5/L or 6/L); Intermediate (5/I or 6/I); and, Full (5/F or 6/F).
- To view a full discussion of the GDL program in Manitoba, please visit:
  - https://www.mpi.mb.ca/pages/graduated-driver-licensing.aspx; ou en Français,
  - https://www.mpi.mb.ca/pages/graduated-driver-licensing-fr.aspx

"Human Condition"

- A category of contributing factors attributed to the physical or mental condition of a driver immediately prior to a collision, most often that limit the driver's ability to drive safely or properly.

"Injured"

- The casualty type "injured" indicates the victim sustained some level of personal injury, but in which they were not killed. Levels of injury include: 'serious' or 'major' (admitted to hospital); 'minor' (treated and released from hospital); and, 'minimal' (no hospital treatment required). 'Other' injury is noted when the severity of the victim's injuries is not known or recorded in the TAR.

"Injury Collision"

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed.

"Involvement"

- A calculation of the number of collisions per specific unit of licensed drivers or registered vehicles. For the purposes of this report, involvement is calculated per 10,000 licensed drivers or registered vehicles.

"Killed"

- The casualty type "killed" indicates the victim involved in the traffic collision died as a result of their injuries within thirty (30) days of the collision occurrence.

"Licence Class"

- A Manitoba Driver's Licence of a specific level which permits the holder to operate vehicles within a specific Vehicle Class

"Licensed Drivers"

- A count of all Manitobans aged 16 and older who hold a valid licence within the licensing year including active and suspended drivers. (See *Section 2 Licensed Drivers* for more information)

"Light Condition"

- Describes the light conditions at the scene of the accident, including:
  - Day – the light conditions which normally occur between one half hour after sunrise and one half hour before sunset;
  - Dawn – the light conditions which normally occur between one half hour before sunrise and one half hour after sunrise;
  - Dusk – the light conditions which normally occur between one half hour before sunset and one half hour after sunset;
  - Dark – the light conditions which normally occur between one half hour after sunset and one half hour before sunrise; and,
  - Artificial lighting – artificial illumination devices were functioning at the accident site under light conditions which normally occur between one half hour after sunset and one half hour before sunrise.

"Light Duty Vehicles"

- A classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: passenger vehicles (automobile), mini/multi-purpose van, van under 4,500 kg and pick-up under 4,500 kg.

"NSC Commercial Vehicles"

- The National Safety Code (NSC) classification of vehicles is a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: "Truck greater than 4,500 kilograms (unit chassis)", "Power Unit for Semi-Trailer", "Truck (Other)" (where the type and size of truck is unknown), "School Bus", "Transit Bus (Urban)", "Inter-City Bus", and "Bus (Other)". These vehicles bear a National Safety Code Number and are entered onto the National Safety Code Collision Monitoring Report.

"Off-road Vehicle (ORV)"

- One of several vehicle types designed for off-road use. It includes snowmobiles, off-road motorcycles, all-terrain vehicles (ATVs), amphibious vehicles, dune/sport buggies, and 4-wheel drive vehicles operated off-road.

"Pedestrian Action"

- Refers to the actions taken by a pedestrian immediately prior to a collision (including: crossing at an intersection with or without the right-of-way, crossing between intersections, running into the roadway, walking on the roadway, lying on the roadway, playing on the roadway, etc.).

"Pedestrian Involvement Rate"

- A calculation of the number of pedestrians involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address: http://www.gov.mb.ca/health/annstats/index.html

"Pre-collision activity"

- The action of a vehicle immediately prior to involvement in a collision. This is an indication of what the vehicle was doing prior to the accident or to the driver realizing that a collision may occur and does not include vehicle manoeuver to avoid the collision.

"Property Damage Only (PDO) Collision"

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

"PSV Vehicles"

- Also known as 'public service vehicles', a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: "Other school vehicle", and "Emergency vehicles", including ambulance, fire and police vehicles.

"Public Roadway"

- A public roadway in Manitoba is considered to be any provincial road (PR), provincial trunk highway (PTH) or municipal road, including the entrances to and exits from these roadways. This excludes all off-road areas, parking lots, private property and First Nation Reserve roads (unless the road is a PR or PTH running through, across or on Reserve lands).

"Region"

- Manitoba Infrastructure and Transportation is served by 5 regional office locations, each responsible for a geographic region (for boundaries, see Map 11-1). "Regions" are used to indicate the region in which a collision occurred.

"Reportable Collision"

- Prior to a change in the Highway Traffic Account (which took effect in October of 2011), motor vehicle collisions resulting in a fatality, injury or property damage in excess of $1,000 were required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completed a Traffic Accident Report for the collision.
- Amendments to the Highway Traffic Act (which received Royal Ascent in June 2011 and took effect in October of 2011) changed the definition of a reportable collision to require a police report be made if the driver is aware, has reason to believe, or is later made aware, that a collision involves: a fatality; an injury requiring admittance to hospital for observation or treatment; another driver not having a valid driver's licence; another vehicle not validly registered; the driver of another vehicle not providing the required particulars; the driver of another vehicle not stopping at the scene of the accident; or, alcohol or another intoxicating substance as a factor in the accident.

- As of October 2011, all accidents occurring on a public roadway where the above conditions are not met are reported through the claim registration process with Manitoba Public Insurance.
- As of 2012 and consistent with other jurisdictions in Canada, it is a requirement that a minimum of $2,000 damage (all vehicles combined) is necessary for property damage only (PDO) collisions to be included in this report.
- This report deals with these reportable collisions and the TARs arising from them, regardless of whether the TAR is generated by law enforcement agencies or by Manitoba Public Insurance.

"Reportable ORV Collision"

- ORV collisions resulting in a fatality, injury or property damage in excess of $1,000 are required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completes a Traffic Accident Report (TAR) for the collision. This report deals with these reportable ORV collisions and the TARs arising from them.

"Road User Class"

- A classification based on how a person involved in a collision was using the road at the time of the collision. It includes: Drivers (of motor vehicles), Passengers (in motor vehicles), those Riding/Hanging On (to a motor vehicle), Motorcyclist (drivers and passengers), Moped (drivers and passengers), Bicyclist (drivers and passengers), and Pedestrians.

"Rural Location"

- Collisions occurring on primary highways, secondary highways and local roadways, including the Trans Canada Highway and excluding those that occur within the municipal boundaries of an urban area.

"Suspended drivers"

- Drivers holding a Manitoba Driver's Licence of any specific Licence Class who have been disqualified from driving for some reason. Although the list is extensive, some possible suspensions could be for driving violations, medical conditions, administrative suspensions and criminal code convictions.

"Urban Location"

- Collisions occurring within the municipal boundaries of urban areas, including Winnipeg, Brandon, Portage la Prairie, Flin Flon, Dauphin, Thompson, The Pas, Selkirk and others.

"Vehicle Class"

- Category of vehicles meeting specific designations and specifications
- Non-commercial vehicle classes are vehicles registered for private use and include:
    - Passenger - A motor vehicle classified by the manufacturer as a passenger car or which is designed, constructed or adapted for the principle purpose of transporting passengers and includes a delivery car, but does not include a motorcycle, moped or motor vehicle which is designed, constructed or adapted for the purpose of carrying goods or commodities.
    - Antique - A car, truck or motorcycle that is more than thirty years old at the time of application for registration. A motor vehicle registered as an antique car, truck or motorcycle can be driven only when: taking it to be repaired or serviced; displaying it to the public in a parade or procession and driving it to or from such a parade or procession; driving it to an antique car, truck or motorcycle rally as authorized by the Registrar of Motor Vehicles.
    - Motorcycle - A vehicle that has a steering handlebar completely constrained from rotating in relation to the axle of one wheel in contact with the ground, is designed to travel on not more than three wheels in contact with the ground, has a minimum unladen seat height of 650 millimetres, has a minimum wheel rim diameter of 250 millimetres, has a minimum wheelbase of 1,016 millimetres, and, has a maximum speed capability of more than 50 km/h but does not include a moped, power-assisted bicycle or tractor.
    - Moped - A motor vehicle which has 2 tandem wheels or 3 wheels, each of which is more than 250 millimetres in diameter, has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forward most part of the saddle, is capable of being driven at all times by pedals only if so equipped, by motor only or by both pedals and motor, and, the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 km/h.

  - Truck – see “Passenger”.
  - Farm Truck - A motor vehicle classified as a “truck” at time of registration and is owned by a person engaged in farming.
  - Trailer - A vehicle designed for carrying persons or chattels, and for being towed by a motor vehicle, and includes a farm trailer but does not include an implement of husbandry that is temporarily towed, propelled, or moved upon a highway.

- Commercial vehicle classes are those involving vehicles registered to or for the use of a business and include:
  - Truck - A truck (or trailer) used to transport the registered owner’s (or lessee’s) own business goods: beyond a radius of 20 kilometres of the City of Winnipeg, where the registered owner’s business address is in the City of Winnipeg, beyond a radius of 30 kilometres of a city, town or village other than the City of Winnipeg, where the registered owner’s address is not in the City of Winnipeg.
  - Public Service Vehicles (PSV) - A motor vehicle or trailer operated by or on behalf of any person, for transportation for gain or compensation of persons or property upon a highway, and includes a semi-trailer truck; but does not include the passenger-carrying-motor vehicles of an electric, or steam railway or motor bus company operating on the streets of a city, or school buses, ambulances or hearses or motor vehicle operated for gain or compensation under *The Taxicab Act* or a municipal by-law in cities, towns, and villages.
  - Dealer - A person who carries on the business as principal or agent, or who holds himself or herself out as carrying on the business as principal or agent, (a) of buying motor vehicles or trailers; (b) of selling motor vehicles or trailers, whether or not in combination with leasing them; or (c) of buying and selling motor vehicles or trailers, whether or not in combination with leasing them.
  - Repairer - A person who maintains a garage for the purpose of rendering services therein upon motor vehicles and/or trailers, at a charge, price or consideration; or who owns and operates a fleet of five or more motor vehicles or trailers; or both, and maintains a facility for their repair, is permitted under The Highway Traffic Act to obtain “Repairer” licence plates to be used to transport motor vehicles for repair from place of origin to the repair facility and return, and the testing of the motor vehicle after the repair work has been completed.
  - Trailers – see previous definition.
  - Regulated Passenger - A bus or van with manufacturer's seating capacity of 11 people or more, including the driver; used by an organization to transport people without receiving payment for the transport.

“Vehicle Condition”

- A category of contributing factors attributed to the physical condition of a vehicle immediately prior to a collision.

“Vehicle Occupant”

- All those in the “Road User Class” of “Drivers” and “Passengers”. It excludes “Motorcyclist”, “Bicyclist”, “Moped”, those “Riding/Hanging On” to a vehicle and “Pedestrians”.

“Vehicle Involvement Rate”

- A calculation of the number of vehicles involved in traffic collisions for every 10,000 vehicles registered in Manitoba. The total number of vehicles registered is based on a point-in-time observation of the number of vehicles registered in specific vehicle classes. More detail regarding the methodology used to count registered vehicles can be found in “*Section 3 Vehicle Registrations*” of this report.

“Victim Involvement Rate”

- A calculation of the number of victims or casualties involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address: http://www.gov.mb.ca/health/annstats/index.html

“Weather Condition”

- Describes the weather conditions prevalent at the time of the accident, including:
    - Clear – bright conditions, without precipitation or airborne matter, are recorded as clear;
    - Cloudy – dull, overcast conditions, without precipitation or airborne matter, are recorded as cloudy;
    - Raining – raining (self explanatory);
    - Snowing – snowing (self explanatory);
    - Fog or Mist – airborne matter, of natural origin, which obscures visibility;
    - Smoke or Dust – airborne matter, of a natural or artificial origin, which obscures visibility;
    - Freezing Rain / Sleet / Hail – freezing rain, sleet or hail (self explanatory);
    - Drifting Snow – snow drifting on or above roadway, which obscures visibility of the roadway, road markings, traffic devices or roadway fixtures; and,
    - Strong Winds – used if wind was a contributing factor in the accident.